

Golden Backcountry Recreation Access Plan (GBRAP)

Amendment # 2

September, 2008

Amendment prepared by the Integrated Land Management Bureau,
Ministry of Agriculture and Lands

Approved _____ Date: _____

Trish Balcaen,
Executive Director, Client Services Division,
Southern Interior Region,
Integrated Land Management Bureau

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Rationale for Changes to GBRAP Resulting from Amendment # 2

The below changes to the GBRAP constitute a minor amendment, and are a result of consensus recommendations from the Golden Backcountry Recreation Advisory Committee (GBRAC). The geographic scope of the amendment predominately involves the “West Bench” area with Landscape Units G22 and G23. The amended zonations for this area are the result of numerous Golden Backcountry Recreation Advisory Committee meetings, as well as a public open house. In addition, changes were made to the plan implementation and other sections to reflect government restructuring since 2003.

Changes to GBRAP Resulting from Amendment # 2, as reflected in the following GBRAP maps:

- **Aerial Recreation Access Map version 4.1**
- **Winter Ground Recreation Access Map version 4.1**
- **Summer Ground Recreation Access Map version 4.1**

Landscape Unit	Change to Recreation Access (RA)
G22	Change in summer ground access in the upper Quartz main area from RA1 to RA3, to allow for increased motorized access
G22	Change in aerial access in the Quartz Lakes area from RA2 to RA1, to manage for remote recreational hiking and fishing opportunities
G23	Change in summer ground access between the Columbia Wildlife Management area and the 12 Mile FSR from RA1 to RA2, to allow for increased motorized access at a time less sensitive to wildlife (July 1 st to December 1 st)
G23	Change in summer ground access in the upper 12 Mile Creek area (south of 12 mile Creek), to allow for increased motorized access in an area locally important for recreation
G23	Change in summer ground access in the Moonraker area to allow for increased motorized access in area adjacent to “Hyak” road.
G23	Correct description of motorized corridors at Cedar Lakes.
G23	Change in winter and summer ground access to create non-motorized area below a portion of the Elk Road
G23	Addition of Dawn Mountain Nordic Ski Zone (RA1 winter, RA3/RA1 summer mapping designations)
G23	Deletion of the reference of a proposed parking lot for winter motorized use along the old rail grade in what is now the Dawn Mountain Ski zone. Confirmation of the Dogtooth FSR and parking areas as the main access for snowmobiling into the West Bench
G23	Revision of summer non-motorized ground access in the Lang Creek drainage (moved downslope)
G23	Addition of winter motorized corridor from the 7 km parking area on the Dogtooth FSR
G23	Addition of RM 2 zonation for Dawn Mountain Nordic Ski Zone
G23	Addition of RM 1 areas adjacent to the Columbia Wildlife Management Area and in key upper elevation side valleys, to manage for relatively important biodiversity and remote recreation values
G23	Conversion of remaining RM 3 areas to RM 2 zonation, to ensure that future proposals for infrastructure development are reviewed in consideration of

	social, economic and environmental values within the entire West Bench area
All	Refine definition of snowbound period to commence on December 1 st
Section 4	Revision to Plan Implementation content
Section 5	Revision to Plan Monitoring content
Section 6	Revision to Plan Amendment content
App E	Addition of Appendix for 2007 Open House Brochure
App F	Addition of Appendix for 2007 Open House Public Comment Summary
App L	Revision to Appendix J Terms of Reference

Rationale for Changes to GBRAP Resulting from Amendment # 1

The below changes to the GBRAP constitute a minor amendment, and are a result of consensus recommendations from the Golden Backcountry Recreation Advisory Committee (GBRAC). The majority of the changes are a result of the GBRAC review of mountain goat habitat information that was made available since 2002¹. Other changes are a result of GBRAC review of requests for change from proponents of commercial recreation ventures. In addition, changes were made to the plan implementation section to reflect government restructuring since 2003.

Changes to GBRAP Resulting from Amendment # 1, as reflected in the following GBRAP maps:

- **Aerial Recreation Access Map version 3.3**
- **Winter Ground Recreation Access Map version 3.3**
- **Summer Ground Recreation Access Map version 3.3**

Landscape Unit	Change to Recreation Access (RA)	Change to Recreation Management (RM)
G02/G03	Addition of RA1 polygon to Aerial Recreation Access map (polygon was RA2), to manage for potential winter mountain goat habitat.	Added RA1 polygon will be managed for RM1 strategy (polygon was RM2).
G04	Addition of two RA1 (summer only) areas to Aerial Recreation Access map (polygons were RA2) to manage for potential mountain goat habitat.	Added RA1 polygons will be managed for RM1 strategy (polygons were RM2).
G06	Addition of RA1 (summer only) area to Aerial Recreation Access map (polygon was RA2) to manage for potential mountain goat habitat.	
G07	Change in location of Aerial Recreation Access map RA1 locations to better manage for potential mountain goat habitat.	
G07	Expansion of RA3 polygon to Summer	

¹ Mountain goat Survey in Management Units 4-36 and 4-40, East Kootenay, August-September 2002. Kim Poole and Garth Mowat.

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	Ground Recreation Access map (was RA1), due to evaluation that this area is not key for mountain goats.	
G09	Addition of RA1 polygon to Aerial Recreation Access and Winter Ground Recreation Access maps (polygon was RA3), to manage for potential winter mountain goat habitat.	Added RA1 polygon will be managed for RM1 strategy (polygon was RM3).
G09	Addition of RA3 winter motorized corridor to Winter Ground Access Map to allow for snowmobiling access to lodge.	
G10	Addition of RA1 polygon to Aerial Recreation Access map (polygon was RA3), to manage for potential mountain goat habitat.	Added RA1 polygon will be managed for RM1 strategy (polygon was RM2).
G10		Addition of RM 4 polygon (was RM1) to allow for infrastructure development.
G10	Addition of RA3 polygon to Summer Ground Recreation Access map to align it with Winter map	
G18	Enlargement of the RA1 polygon on Aerial Recreation Access map (polygon was RA3), to manage for potential mountain goat habitat.	
G18	Addition of RA1 polygon to Winter Ground Recreation Access map (polygon was RA3), to manage for potential mountain goat habitat.	
G19	Enlargement of RA1 polygon on Aerial Recreation Access map (polygon was RA3), to better manage for remote mountaineering and mountain goat habitat.	
G20	Addition of RA1 polygon on Aerial Recreation Access map (polygon was RA3), to better manage for mountain goat habitat.	Added RA1 polygon will be managed for RM1 strategy (polygon was RM2).
G21	Enlargement of two RA1 polygons on Aerial Recreation Access map (polygons were RA3), to better manage for mountain goat habitat.	
G21	Addition of RA1 polygon to Ground Recreation Maps, to better manage for mountain goat habitat.	
G23	Addition of RA2 (winter only) motorized corridor on Winter Ground Recreation Access map to allow for snowmobiling access.	
App J	Revision to App J Terms of Reference	

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chronological order)

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EXECUTIVE SUMMARY

The Golden area is experiencing steady growth in the outdoor recreation sector in terms of public and commercial, motorized and non-motorized, recreational activities. There are opportunities to manage this growth so that it best contributes to the provincial economy while supporting social and environmental values, and so that the growing number of user conflicts are minimized. The Golden Backcountry Recreation Access Plan (GBRAP) was initiated in 1999 as a proactive decision-making process that would resolve current and pending recreational issues and establish recreational patterns of use and opportunities throughout the 9,000 square kilometres of the Golden Timber Supply Area (TSA).

Key public and commercial recreational sector representatives have worked with government on this volunteer-driven community consensus-based initiative. The process considers public recreational area and access requirements, the need to promote and provide certainty for tourism, and the need to conserve important wildlife habitat for the future. By indicating where certain recreational activities can occur, the plan provides a measure of certainty for both tourism development (businesses that rely on commercial recreation directly or indirectly) and public recreation. The plan addresses recreational access only and not industrial (eg. forestry) access and use.

Approximately three-quarters of the existing roads in the plan are in areas open for summer motorized recreational access. Approximately 59 percent of the existing roads in the plan are in areas open for winter motorized recreational access. Almost all the areas most popular for snowmobiling are open for winter motorized use. Non-motorized recreational access is zoned for the remaining roaded plan areas. Many of the non-motorized areas in the plan occur in areas without roads or in remote areas isolated due to the Kinbasket Reservoir. Note that having an area as open for motorized use in the plan does not guarantee that roads in that area are passable. Preliminary use levels are designated for all areas.

The plan outcome is largely reflective of a thorough process of negotiations among stakeholders, where trade-offs were made between different recreational interests. These stakeholders have come to consensus on approximately 90 percent of the plan area, and those consensus recommendations have been wholly incorporated into the plan direction. Consensus was often predicated on the ability to review plan content when new information becomes available. Appendix J, which contains stakeholder sign-off signatures, is indicative of the high level of support for this process.

Plan implementation will largely occur through voluntary means, with partnerships, acceptance within the community, and continued coordination by government necessary for success. Due to the involvement of key recreational users in plan formulation and the high level of consensus achieved by these users, many of the plan decisions will likely be implementable and stay in effect for some time. Despite this, there are many areas/issues that were not discussed thoroughly, where the general public has yet to become involved, where better information is required, or where new recreational issues will need to be resolved - making it necessary to ensure that the plan is a living document that is revised regularly. For example, further refinement of recreational use carrying capacity levels and reconciling both public and commercial sector use patterns in some areas remain as outstanding issues for future resolution. To assist in such plan revision issues, a Golden Backcountry Recreation Advisory Committee has been established, consisting of many of the stakeholder groups that have been involved since the inception of the GBRAP process.

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Forestry continues to be the largest single industry in the Golden area, with an efficient LVL (laminated veneer lumber) mill being situated in Golden. Although not considered within this plan, operational requirements for the forest industry must be considered by recreational planning, and operational requirements for recreation must be considered by the forest industry.

Recommendations regarding completion of similar plans in other geographical areas relate to three aspects: Viable ways to maintain a consensus-style process while lessening the time for completion, viability of consensus-based negotiation versus consultation, and voluntary versus regulatory implementation.

Section 1.0 GBRAP PURPOSE/OBJECTIVES

Recreation access management is one of the most significant issues affecting land and resource stewardship in the Kootenay Region. As competing recreation access demands and recreational activities on Crown land increase in intensity, the need to balance competing uses and interests becomes more imperative. There is a need to manage opportunities so that they best contribute to the provincial economy while supporting social and environmental values, and so that the growing number of user conflicts are minimized.

Without recreational strategic planning, conflict among resource users will be exacerbated and access, recreation and conservation management issues will continue to remain controversial and unresolved. These conflicts impede the ability to make timely recreational tenuring decisions on Crown land, and they reduce economic certainty.

1.1 Purpose of GBRAP

The purpose of the Golden Backcountry Recreation and Access Management Plan is to identify recreational land use patterns within the Golden TSA which:

- were derived through consensus-based negotiation between key recreational stakeholders and through public consultation, as facilitated by government agencies.
- resolve potential access and recreation management conflicts in a location that is experiencing growth in recreational use of the land base.
- work towards the maintenance of a diversified, high quality commercial and public recreational experience and subsequently a viable economical, social and environmental future.

1.2 Objectives of GBRAP

Ensure the Plan is Based Upon Higher Level Government Plans and Ensure that Consideration is Given to Government Policies

- Create a planning infrastructure that assists policy and management guideline development and implementation.
- Better geographically define the public and commercial recreational land-use statements made in the Kootenay-Boundary Land Use Plan (KBLUP).
- With respect to Special Resource Management Zones (SRMZ's) of the KBLUP, the "special" designation was applied to land areas with high concentrations of regionally significant and sensitive resource values. Access management direction is intended to ensure that the integrity of those values is sustained.
- Ensure that the crown can exert its right on behalf of the people of the province to stimulate economic and public recreational opportunities, and manage social and environmental values.

Ensure a Balance of Recreational Opportunities, Minimizing Conflicts

- Ensure that opportunities for motorized and non-motorized recreation exist both in remote areas and in areas close to the town of Golden
- Ensure that preliminary use levels are identified for all areas.
- Establish a balanced deployment of recreation opportunities.
- Determine appropriate and compatible recreation activities.
- Decrease the trend towards diminished diversity and quality of recreational experiences.
- Decrease the potential for public and commercial recreation conflict.
- Reduce the potential for a reactive and isolated approach to access related issues.

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Ensure that Key Areas are Identified for Public and/or Commercial Recreational Use

- Ensure the project focuses on spatial (mapped) results
- Provide certainty for land use planning and public / commercial recreation capability, which will increase investor confidence.

Ensure that the Process is Community Volunteer-based

- Ensure plan direction is based as much as possible upon recreational stakeholder negotiation and consensus, and general community consultation.
- Ensure plan implementation is based as much as possible upon voluntary compliance.

Ensure the Plan is Based upon Resource Stewardship Principles

- Ensure stakeholder negotiation and plan direction promotes stewardship and sustainable resource use, considering economic, social and environmental factors.
- Where other values allow, ensure that areas important for commercial or public motorized and non-motorized recreation are maintained.
- Where other values allow, ensure that areas important for wildlife conservation are maintained.
- Decrease the potential for habitat loss and fragmentation.
- Decrease the potential for wildlife displacement, vulnerability and harassment.

Ensure that the Plan Can Change Over Time

- Identify mechanism for plan change and identify plan weaknesses.
- Create preliminary use / infrastructure levels that can be used to begin setting appropriate environmental and social levels of acceptable change.

The Golden Backcountry Recreation Access Plan is:

- An iterative, proactive strategic management and implementation process designed to determine appropriate recreational land use zoning and recreational designations.
- A process developed in the context of Regional land use strategic planning direction (KBLUP-IS policy). It does not involve re-visiting any land-use decisions resulting from the KBLUP-IS or KBHLP, but establishes a finer TSA level of resolution within the bounds of those existing decisions. The process therefore does not include decisions regarding whether resource extraction, such as logging or mining, can occur within a given area or not.
- A process facilitated by an interagency government technical team that was brought together to ensure pertinent agencies for this plan were coordinated and that each agency was able to provide direct liaison to public and commercial stakeholders.
- A stakeholder negotiation and public consultative process involving scientific, technical and anecdotal information from stakeholders and government agencies.
- A process where all recreational resource values, interests, uses and issues within a landscape planning unit are considered in land use zoning and management determinations. Not all issues may be considered initially.
- Developed around a community desire to have a balanced deployment of recreational opportunities, which range from semi-primitive non-motorized to well developed rural recreational status, across the landscape.
- A volunteer-driven process that requires the commitment, input and endorsement of the public and key recreational (commercial and public) stakeholders, resource managers and statutory decision makers to be successful.
- A process that will rely on stakeholder partnerships to facilitate implementation

Section 2.0 GBRAP GEOGRAPHICAL and RECREATIONAL OVERVIEW

The geographical scope of this plan is the 900,000 hectare Golden Timber Supply Area (TSA) (see Figure 1).

The area contains three of the physiographic regions found in British Columbia; the Rocky Mountains, the Rocky Mountain Trench and the Columbia Mountains.

The Rocky Mountains delimit the eastern section of the plan area while the Selkirk Mountain Range, a component of the Columbia Mountains, bounds the western extremities. These mountain ranges are world renowned for their scenery, heights and dramatic relief. It is an extremely mountainous area dissected by large rivers and tributaries. Other notable features include mature old growth forests, remote wildland, subalpine and alpine areas, extensive ice fields, waterfalls and major wetlands. A variety of wildlife species including mountain caribou, elk, moose, black and grizzly bear, furbearers and waterfowl also occur here.

Prior to the construction of the Trans-Canada Highway through Rogers Pass, the Big Bend Highway was the principle road accommodating access through the area. This route, which followed the Columbia River in an arc from Golden to Boat Encampment and then south to the community of Revelstoke, was severed when the Mica dam was constructed and the Kinbasket reservoir was created. Since that time forestry has been the primary industry to develop road access in this area. Currently most of the tributaries of the Columbia River system have been accessed through logging road development.

Forestry continues to be the largest single industry in the Golden area, with an efficient LVL (laminated veneer lumber) mill being situated in Golden.

Within the Golden area there is a high level of outdoor-related commercial and public recreational use. The Golden area stands out from many other areas of the Province as having the potential to have planned growth in recreational activities contribute substantially to the local and Provincial economy and public recreational experiences. These recreational activities currently occur across the full spectrum of terrestrial and aquatic settings, and range from remote backcountry to highway oriented experiences. They include hiking, mountaineering, river rafting, fishing, hunting, camping, boating, skiing, snowmobiling, kayaking, mountain biking and wildlife viewing. This diversity of recreational opportunity is currently sustained because of the variety of developed and undeveloped areas within the plan area.

The level of tenured and non-tenured commercial recreational activities and the level of public recreational use of the land base have notably increased over the last two decades, and are still increasing yearly. Traditionally, guided hunting predominated, however, heli-skiing, heli-hiking, river rafting, downhill skiing and scenic viewing are now the dominant businesses in the commercial recreation sector. Establishment of the all-season Kicking Horse Mountain Resort is proving to be a catalyst for the establishment of other commercial recreational activities, as well as being a reason for increased non-resident public recreational use of the land base.

There has recently been an increase in the level of applications for commercially tenured recreation. This involves proponents who have historically engaged in these activities (such

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as helihiking and snowmobile tours), to proponents who are seeking approval for new activities such as lodge-based hiking and cat-skiing. Besides this increase in tenured activities, perhaps of even greater contribution to the local economy is the spin-off from non-resident recreationalists who are being drawn to the area. Non-resident snowmobiling is of particular importance.

There will continue to be a growing advocacy of the local residents for maintenance of their opportunities for non-commercial recreation. There is recognition that in some areas these opportunities must be balanced with commercial recreational opportunities.

Section 3.0 PLAN MANAGEMENT DIRECTION

3.1 General Recreation Management Direction

A key objective of the Golden Backcountry Recreation Access Planning process is to work with the community to produce a recreational access plan that provides a balance of opportunities for each user group or sector. The preferred balance is one that can best adopt current use patterns, and provide for growth opportunities for both commercial and public users while addressing environmental issues. As a result, a broad spectrum of recreational opportunities has been provided for in this planning process, which often reflects current use patterns for key recreational areas. For example, plan direction ensures that the three most popular areas for snowmobiling in the TSA are zoned for winter motorized access (Quartz Creek, areas of the West Bench and the Blaeberry valley).

The balance of recreational opportunities contained within this plan was largely derived through intense negotiation between key stakeholder groups, as well as through comprehensive public open house sessions. Stakeholders achieved consensus on their recommendations for an estimated 90 percent of the landbase. All these consensus recommendations have been incorporated into this plan direction. This high level of consensus building, that was the underpinning of this project, has resulted in a product that should contain many long-standing decisions. However, it is anticipated that future minor and major amendments to the plan will become necessary as better information and further public discussion of management options come forward. The plan does not include an analysis that identifies impacts to economic, environmental or social resources. Instead, the recreational balance as derived by the main recreational users of the land base, is intended to provide confidence that these three key resources remain adequately addressed.

Approximately three-quarters (76 percent) of the existing roads in the plan area are in zones designated for summer motorized recreational access. Approximately 60 percent of the existing roads in the plan area are in zones designated for winter motorized recreational access². Almost all the areas most popular for snowmobiling are open for winter motorized use. Non-motorized recreational access is zoned for the remaining roaded plan areas. Many of the non-motorized zones in the plan occur in areas without roads or in remote areas isolated due to the Kinbasket Reservoir. Preliminary use levels are designated for all areas.

The following general recreation management direction and plan statements apply:

- Decisions in this plan are made on the best information available. The resource management trade-offs that are inherent in this process should result, for many Landscape Units, in an increased security for social, economic and environmental values. However, in some Landscape Units, some aspects of these values are put at a greater risk. One general trend within this plan is for the more accessible areas and/or areas with low biodiversity values to be motorized, with the more inaccessible areas and/or areas with high biodiversity or wilderness values to be non-motorized.

² The use of “existing roads in the plan area” has been used rather than “the total plan area” because it is considered that using areas which are roaded is a better indication of access availability (although this is less true for winter motorized access than summer motorized access). Note that these percentages are based upon road data up to 1996. If “total plan area” were used, then the percentages will be somewhat less.

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- Some of the designations within this plan are expected to change as new information regarding wildlife values and public / commercial recreational opportunities become known.
- Some guidelines for industrial access are contained within the Kootenay Boundary Land Use Plan Implementation Strategy and the Kootenay-Boundary Higher Level Plan. However, this GBRAP *does not* include further specific access guidance for industrial (Eg. forestry and mining) activities. Nevertheless, industrial tenure holders should consider the content of the GBRAP when planning and conducting their operations.

The GBRAP process initially did include a specific map and content for industrial access, where such variables as the preferred season of forest harvesting were identified. This industrial guidance for access was initially included in the plan due to its relationship to recreation (eg. snow plowing for the forest industry may reduce the quality of experience for snowmobilers). However, that information and emphasis were removed from the planning process for two reasons:

1. Having industrial access as part of the process added an increased scope to the project that stakeholders found difficult to deal with.
 2. The forest industry and government mining agency did not want the process to include strategic direction for their activities. There was concern that this direction may eventually become legislation, which would reduce their operational flexibility.
- All crown land areas of the plan are open for public access – it is the method of access (motorized versus non-motorized) which the plan discerns between in some areas.
 - Areas designated for motorized recreation are open to non-motorized recreation.
 - This plan affects where certain types of recreation activities can occur. For example, in all LUs there is direction regarding motorized versus non-motorized use. However, this plan *does not* discern between different types of motorized use, or between different types of non-motorized use. For instance, choices have not been made between ATV motorized use versus truck motorized use in motorized zones, or between horseback riding versus mountain biking in non-motorized zones. Although such decisions are/will be required for some areas, this will require further refinement of this plan.
 - The designation of an area as motorized does not imply that its roads will be maintained for motorized use. Issues such as unstable soils and lack of funds for road maintenance may render some roads not useable for motorized vehicles.
 - The scope and nature of Commercial Recreation (CR) by geographic area, has been partially determined by the plan. Consequently, the plan provides an operational guide to the government agencies to assist with determining the appropriateness of applications. As a result, the implementation of CR activities should be more clear and expeditious.
 - Except for one area, this plan does not make trade-offs between commercial and public interests. It is likely that as recreational use increases in some areas that such trade-offs will have to be made in future revisions to this plan. There is growing concern that conflicts are arising between commercial and public recreational use in some areas.
 - Current government policy states that wherever public use occurs a similar commercial use can occur (and vice-versa). However, it was indicated to stakeholders during the process that trade-offs between commercial and public recreation could be recommended, where required. One reason that stakeholders

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did not discern between commercial and public recreation use was due to the lack to time available to embark into these discussions.

- Areas designated for non-motorized recreation should be considered as opportunities for both non-motorized commercial and public recreation, if other resource values allow and consideration is given to potential public / commercial recreation conflicts.
- In addition to motorized and non-motorized designations (the RA or Recreation Access categories), the plan contains direction regarding Recreational Management strategies (RM) in order to identify certain levels of use and development for each area. These range from minimal recreational development with no permanent structures or lodges, to high use areas with permanent, overnight accommodations in the backcountry. For some areas, the RM designation should be considered as preliminary because most of the planning effort for these areas was focused upon determination of motorized versus non-motorized (RA) status rather than recreation development and use levels (RM). The most uncertainty regarding use levels often occurs in areas mapped as RM2 (Low to Moderate Recreational Development and Use). Areas mapped as RM1 (Minimal Recreational Development and Use) and RM3/4 (High Recreational Development and Use) are often more certain due to a more firm acknowledgement of the key resource values in those areas.
- The RM designations are not based upon Levels of Acceptable Change Analysis, but rather a subjective evaluation of acceptable development and use levels. Therefore, indicators for quality of experience are not included in this plan direction and this plan *does not* address social and environmental carrying capacities to a refined degree. This issue may be addressed during future refinement of this plan.
- There are no RM designations on the aerial map because aerial RA values include use levels as part of their definition. However, RM values from the ground-based access maps should be applied to the aerial map regarding infrastructure development.
- This plan does not preclude any existing recreational tenure holder from conducting their operations within their management plan parameters, and is not intended to alter those activities allowed for as part of the tenure, now or in the future. However, recreational tenures should consider concerns expressed in these recommendations during their operations and in management plan revisions. If existing tenure holders want to add an activity or amend their tenure by adding new area or new levels of use, the approving authority for such tenures must consider plan zonations in their decision.
- Motorized and non-motorized water-based opportunities are not discussed within this plan. However, ground and aerial motorized access to water-based recreational opportunities are included in this plan. For example, although the issue of remote river rafting on the upper Waitabit River is not discussed, this activity will likely not occur because ground motorized access to this area is precluded.
- Mountain biking is a rapidly growing summer-based non-motorized activity in the Golden area. There is concern from some sectors about the use of helicopters dropping mountain bikers off in alpine areas (helibiking). For this plan, one area (just north of Mount 7) has been designated for helibiking, and this area already has current use established. Other areas should not be considered for repetitive use of this activity until an inventory of opportunities versus conflicts is completed.

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- A motorized restriction on the Columbia River Wildlife Management Area is assumed to be in effect, but is not part of this plan.
- This plan does not affect land within the Town of Golden boundaries or private land within the Regional District, or lands under other jurisdictions (National or Provincial Parks, Protected Areas, Ecological Reserves or Wildlife Management Areas).
- It should be noted that much more time went into the GBRAP process regarding winter and summer ground access issues than the aerial issues. Stakeholders negotiated issues regarding the aerial map on a very constrained timeline and will possibly be reviewing this in greater detail in the future (it is a work in progress). As well, it is important to note that any aerial recommendations do not involve flight patterns/locations, but only relate to landings of aircraft. Certain regulations regarding aerial flights are federal jurisdiction. However, charter helicopter companies involved in the process have agreed to comply with the Interim Kootenay Wildlife Guidelines. Discussions regarding use of voluntary flight lines for chartered aircraft may be considered for the future.
- Recreational management decisions made in Landscape Units adjacent to the Golden TSA (i.e. adjacent to the area of this plan) should consider management activities that support the intended recreational objectives of this plan, and vice-versa.
- Within certain LU discussions, the Golden Backcountry Conflict Resolution Committee (BCRC) is referred to. The BCRC process was an earlier grass-roots initiative by local winter-based, public and commercial recreation groups to develop patterns of use to avoid growing conflicts. The BCRC resulted in a unique “peace in the woods” map between the user groups that resolved many existing and potential winter recreational conflicts. The results of the BCRC process are in large part included in this plan direction.
- Although the Section 3.2 LU specific management directions are often based upon key stated rationales, they are also based upon attainment of an overall balance (social or otherwise) of opportunities, experiences and conditions which are not necessarily stated under that direction for each LU. This balance must be considered when plan amendment is considered for any LU.

3.2 Landscape Unit Recreation Management Direction

The Recreation Management Direction for each of the 29 Landscape Units (LU) is expressed in two formats - maps and text.

1. Appendix H contains three detailed maps: one map for summer ground-based recreation, one map for winter ground-based recreation, and a third map for aerial-based recreation involving the landing of aircraft. **The winter ground-based recreation map** applies to ground accessed snow-based recreation activities, such as snowmobiling and the driving of other motorized vehicles on snow or on areas where snow has been plowed. **The summer ground-based recreation map** applies to non-snow-based recreation. **The aerial recreation map** applies to the landing of helicopters and ski planes, and does not to date involve direction regarding flight lines taken by these aircraft. Each of these three maps shows the 29 LUs that exist in the Golden TSA. Each of these three maps is colour-coded to indicate different types of Recreational Access (RA), as well as preliminary levels of Recreational Management (RM). For instance for the winter and summer ground-based

recreation maps, each RA equals a certain use - such as non-motorized, partially motorized or motorized use, and are designated RA1, RA2, RA3, respectively. Follows is a discussion of these various RA and RM mapping designations:

The RA1 designation indicates areas that are available only for non-motorized public and commercial recreational use. Therefore, on the winter and summer ground-based access maps, RA1 indicates areas where activities such as snowmobiling and truck/car/ATV use are not encouraged. The definition of “winter” is December 1st, unless stated otherwise. On the aerial access map, RA1 indicates areas that have a very high environmental or social sensitivity to aerial landings, where no aerial landings are preferred. These RA1 areas were designated either due to a desire to promote public and/or commercial non-motorized recreation, to promote non-motorized wilderness values or to conserve key wildlife habitats. Most RA1 areas on the winter and summer ground-based access maps are currently non-roaded, with most of these non-roaded areas not expected to be roaded in the future.

The RA2 designation on the winter and summer ground-based access maps indicates areas that are available for motorized use for part of the winter or summer season. These RA2 areas were designated to address conflicts between snowmobiling and commercial lodge-based ski-touring operations, between snowmobiling and heliskiing operations, or between key wildlife habitats and summer motorized use. A relatively small percentage of the ground-based maps are occupied by RA2 areas. On the aerial map, RA2 indicates areas that have a high environmental or social sensitivity to aerial landings, and use levels are either identified as being low to moderate or are specifically constrained regarding number and timing of landings. For aerial use, whenever the term “round trip” is used, this includes provisions for both dropping off and picking up clients (so for example, one round trip potentially equals two landings – one landing to drop clients off and another to pick clients up).

The RA3 designation on the maps indicates areas that are available for motorized public and commercial recreational use. On the ground-based access maps, RA3 therefore indicates areas where activities such as snowmobiling and truck/car/ATV use are encouraged. On the aerial map, RA3 therefore indicates areas that have no sensitivity currently identified for aerial landings, where landings can occur at any time or rate. Some RA3 areas contain high values that may be affected by motorized use, but motorized recreation use was determined to be important for these areas in the context of the overall plan area.

There are also motorized **RA2 and RA3 corridors** identified on both the summer and winter ground-based recreation access maps. These corridors are significant in terms of providing motorized access through RA1 areas. For example, there are all-season motorized (RA3) corridors through many ungulate winter habitat areas that are otherwise closed to motorized use.

The RM1 designation on the maps usually indicates areas where the lowest level of recreational infrastructure and use is anticipated to develop. These areas are therefore usually considered as opportunities for the location of activities that promote low use levels and minimal (primitive) infrastructure. Many areas zoned for RA1 access have RM1 management levels. However, in some LUs, exceptions are noted within specific RA1 areas that allow for relatively high ground-based use levels while keeping infrastructure development to the low RM1 use levels (Eg. Hope-Goodfellow LU G17, Bush River LU G10, portions of LU G23 on the ground-based maps).

- Only informal structures are acceptable, and they are to facilitate existing and approved use and to mitigate environmental damage on trails or at backcountry destinations.
- Low incidence of managed recreation trails, routes or sites.
- Low acceptance of recreational changes to the landscape.
- Low to moderate incidence of human contact and managerial presence.

The RM2 designation on the maps indicates areas where a low to moderate level of recreational infrastructure and use may develop.

- Small-scale formal structures (public and commercial day-use huts/cabins, larger toilet buildings, or small overnight huts/cabins) may be developed in specific areas. Further planning is required to determine which areas in which LUs designated as RM2 should have these structures.
- Low to moderate number of managed recreation trails, routes or sites may be present.
- Low to moderate acceptance of recreational changes to the landscape.
- Low to moderate incidence of human contact and managerial presence.

The RM3 designation on the maps indicates areas where a moderate to high level of recreational infrastructure and use is anticipated to develop. These areas are therefore considered as opportunities for the location of activities that require high use and infrastructure levels.

- Large-scale accommodation formal structures and small-scale formal structures may be developed in specific areas.
- High number of managed recreation trails, routes and sites may be present.
- High acceptance of recreational changes to the landscape.

The RM4 designation on the maps indicates areas where a moderate to high level of recreational infrastructure and use is already in effect.

- Large-scale formal accommodation structures and /or small scale permanent formal structures are present.
- No new accommodation structures acceptable, maximum limit to non-industrial change has been achieved.
- High number of managed recreation trails, routes and sites may be present.
- High incidence and acceptance of recreational changes to the landscape.

2. Immediately below is a listing of the management direction text for each of the 29 Landscape Units. This information is also listed in Appendix I, which also contains information regarding each LU's historic use and identification of the level of consensus during the stakeholder planning process. These Landscape Units have, throughout the process, provided the geographical framework for stakeholder discussion of recreation use.

LANDSCAPE UNIT G01 - UPPER WOOD RIVER area

Ground and Aerial Recreation Access – To maintain the remote recreation, high biodiversity and caribou values, this area will be managed for non-motorized recreation opportunities (RA1 ground and aerial [recommended no landings] mapping designation), with two exceptions:

1. The current low level of aerial landing use occurring in the Clemenceau area (Clemenceau Icefield, and Clemenceau ACC hut areas) which is used to provide for mountaineering access, is acceptable.
2. Kinbasket Heliskiing Adventures (MHG) has recently received a tenure for heliskiing in portions of this LU (the west slope of Jeffrey Creek). The area encompassing this tenure will be designated as High Sensitivity to aerial landings (RA2 aerial mapping designation), which accommodates this tenure.

Recreation Management Strategy – The area will be managed as Minimal Recreational Development and Use (RM1 mapping designation) to maintain remote recreation opportunities and values. Aside from the existing aerial tenure, there should be no further repetitive use (Eg. heliskiing or helihiking tenures) in this area. This would mean no further repetitive tenure or other motorized use, and no large or small scale formal structures (i.e. no overnight accommodation development or day-use structures) for the heliskiing or other tenure.

LANDSCAPE UNIT G02 – MOLSON / ENCAMPMENT area

Ground Recreation Access –The area will be managed to include summer motorized recreation (RA3 summer mapping designation) on all roaded areas, with winter motorized recreation occurring only on the main Encampment Creek mainline road. In addition, the road system above the heliskiing lodge will be considered for winter motorized use to facilitate cat skiing.

Aerial Recreation Access – One RA1 (no landing) area is located on the ridge between Molson Creek and the Wood Arm, due to potentially high mountain goat habitat values. Other areas will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to caribou values. The current level of public recreational and licensed heliski tenures within the RA2 areas are not affected by these designations, but there should be no higher level of repetitive aerial landings (eg. no expansion of or new heliskiing or helihiking tenures) in this area.

Recreation Management Strategy – The aerial RA1 area will be managed as Minimal Recreation Development and Use (RM1 mapping designation). One RM4 circle is designated below Dainard Peak to accommodate a heliski lodge. Use numbers at the lodge will be managed to respect adjacent RM values. The remainder of the area will be managed as Low to Moderate Recreational Development and Use (RM2 mapping designation), while allowing tenured aerial heliskiing activities to proceed. Maintaining moderate levels of ground-based recreational activity in these areas allows for continued recreational use while providing a secure area for wildlife.

LANDSCAPE UNIT G03 – LOWER WOOD RIVER area

Ground Recreation Access – The area will be managed to have a summer motorized recreation corridor along the valley bottom main haul road (a RA3 summer mapping designation corridor), with the rest of the LU as non-motorized (RA1 winter and summer mapping designation). The motorized corridor will provide recreational access to LU G01. Note that this recommendation should not be construed that the Wood River Inc. privately owned and operated ferry be used to enable public access to and from the Wood Peninsula.

Aerial Recreation Access – One RA1 (no landing) area is located on the ridge between Molson Creek and the Wood Arm, due to potential high mountain goat habitat values. Other areas will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to caribou values. The current level of public recreational and licensed heliski tenure landings within the RA2 areas are not affected by these designations, but there should be no higher level of repetitive aerial landings (eg. no expansion of or new heliskiing or helihiking tenures) in this area.

Recreation Management Strategy – The aerial RA1 area will be managed as Minimal Recreation Development and Use (RM1 mapping designation). The remainder of the area will be managed as Low to Moderate Recreational Development and Use (RM2 mapping designation), while allowing tenured aerial heliskiing activities to proceed. Maintaining moderate levels of ground-based recreational activity in these areas allows for continued recreational use while providing a secure area for wildlife.

LANDSCAPE UNIT G04 – TSAR CREEK area

Ground Recreation Access – The area will be managed to include summer motorized recreation (RA3 summer mapping designation) on all roaded areas, with no winter motorized use (RA1 winter mapping designation).

Aerial Recreation Access – RA1 (no landing, summer only) areas are located on the ridge between Tsar Creek and the Cummins drainage, and on Kinbasket Mountain, due to potentially high mountain goat habitat values. Other areas will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to caribou values. The current level of public recreational and licensed heliski tenure landings within the RA2 areas are not affected by these designations, but there should be no higher level of repetitive aerial landings (eg. no expansion of or new heliskiing or helihiking tenures) in this area.

Recreation Management Strategy – The aerial RA1 area will be managed as Minimal Recreation Development and Use (RM1 mapping designation). The remainder of the area will be managed as Low to Moderate Recreational Development and Use (RM2 mapping designation), while allowing tenured aerial heliskiing activities to proceed. Maintaining moderate levels of ground-based recreational activity in these areas allows for continued recreational use while providing a secure area for wildlife.

LANDSCAPE UNIT G06 – KINBASKET RIVER area

Ground Recreation Access – The area will be managed for non-motorized recreational activities (RA1 mapping designation).

Aerial Recreation Access – One RA1 (no landings, summer only) area has been designated on the ridge separating the two north forks of the Kinbasket River due to potentially high mountain goat habitat values. Other portions of the area will be managed as either High Sensitivity to aerial landings (RA2 aerial mapping designation) - primarily due to wildlife and remote recreation values, or as having no current constraints (RA3 aerial mapping designation). The current level of public recreational and licensed heliski tenure landings within the RA2 areas are not affected by these designations, but there should be no higher level of repetitive aerial landings (eg. no expansion of or new heliskiing or helihiking tenures) in the RA1 or RA2 areas.

Recreation Management Strategy - Aside from the tenured aerial heliskiing activities, the area will be managed as Minimal Recreational Development and Use (RM1 mapping designation). Maintaining these current low levels of use in these areas allows for continued recreational activity while providing a secure area for wildlife. This would mean no overnight accommodation (lodge) development for the heliskiing or other tenure.

LANDSCAPE UNIT G07 – SULLIVAN RIVER area

Ground Recreation Access – The area will be managed to include all motorized uses (RA3 ground mapping designation) below 6000 feet (1800 metres) elevation. The existing road network occurs below 6000 feet. In addition, the designated southern portion (that is, the area above treelike east to the south fork of the Sullivan River and adjacent to the Chatter Creek drainage) will be managed for RA3 winter ground motorized to allow for snowmobile access between these two areas. Other areas above 6000 feet will be managed as non-motorized (RA1 ground mapping designation).

Aerial Recreation Access – Most of this LU will be managed as having no current constraints (RA3 aerial mapping designation), including the circled areas in the Apex Glacier and Tsar Mountain vicinities which allow for ski-plane access. The north-east area will be designated as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to wildlife and remote recreation (eg. mountaineering) values. In these RA2 areas, the current low level of recreational landings can continue. The ridge separating the Sullivan River drainage from the Bush and Prattle Creek drainages will be designated as no aerial landings (RA1 aerial mapping designation), due to potentially high mountain goat habitat values. The current level of public recreational and licensed heliski tenure landings are not affected by these designations, but there should be no further repetitive aerial landings (eg. no expansion of or new heliskiing or helihiking tenures) in the RA1 or RA2 areas.

Recreation Management Strategy – The RA1 aerial mapping designation areas will be designated as RM1 (Minimal Recreation Development and Use). The remainder of the area will be managed as Low to Moderate Recreational Development and Use (RM2 mapping designation), while allowing tenured aerial heliskiing activities to proceed. Maintaining moderate levels of ground-based recreational activity in these areas allows for continued recreational use while providing a secure area for wildlife.

LANDSCAPE UNIT G08 – FOSTER-GARRETT area

Ground Recreation Access – The area will be managed to include motorized recreation (RA3 summer mapping designation) on all roaded areas, except that no winter motorized use (RA1 winter mapping designation) will occur in the designated ungulate habitat at lower elevations.

Aerial Recreation Access – The area will be designated as no current constraints (RA3 aerial mapping designation), except that high value ungulate areas at upper elevations in the north (Kitchen Range) will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), with the current low level of use acceptable. Government and GBRAC will consider amendment to this designation only after better data is received, as completed by a Registered Professional Biologist, concerning winter use by mountain goats in the RA2 polygon. Ministry of Environment to indicate acceptance of criteria concerning this data collection prior to data being collected.

Recreation Management Strategy – Most of the area will be managed for High Development and Use (RM3 mapping designation). The ungulate habitat and the area designated as RA2 on the aerial map will be managed as Minimal Recreational Development and Use (RM1 mapping designation).

LANDSCAPE UNIT G09 – CHATTER / PRATTLE area

Ground Recreation Access – Ungulate habitat west of the Chatter Creek Road turnoff will be managed to include summer motorized use (RA3 summer mapping designation), with winter motorized use being confined to the main haul road west of the 77 kilometer mark. The ridge separating the Prattle Creek drainage from the Bush and Sullivan River drainages will be designated as very high value (RA1 mapping designation in winter only) due to potentially high mountain goat habitat values. The remainder of the area will be managed to include motorized use, all seasons (RA3 mapping designation) - this is the majority of the LU and includes the main Chatter and Prattle Creek drainages outside of ungulate habitat.

Aerial Recreation Access – Most of this LU will be managed as no current restrictions (RA3 aerial mapping designation). The high mountain goat value mountain ridge separating Chatter Creek from Prattle Creek will be designated as High Sensitivity to aerial landings (RA2 aerial mapping designation), with the current low level of use acceptable. The ridge separating the Prattle Creek drainage from the Bush and Sullivan River drainages will be designated as very high value, with no aerial landings preferred (RA1 mapping designation) due to very high mountain goat values.

Recreation Management Strategy – The area above the ungulate habitat will be managed for High Development and Use (RM3 mapping designation), enabling more development (including overnight accommodation) in that area. The RA1 aerial mapping designation areas and the ungulate habitat will be designated as RM1 (Minimal Recreation Development and Use).

LANDSCAPE UNIT G10 - BUSH RIVER area

Ground Recreation Access - The area will be managed to include motorized recreation in all currently roaded areas (RA3 mapping designation), with higher elevations (basically above the roaded network at 6000 feet [1800 metre] elevation) managed for non-motorized (RA1 mapping designation), except for the following:

1. The Rice Brook drainage will be managed for non-motorized recreation (RA1 mapping designation) in order to maintain remote recreation values.
2. The ungulate winter habitat (which extends from the southern end of the LU to kilometre 102 along the main haul road) will have an all season motorized corridor (RA3 mapping designation) through it to provide motorized access to the upper Bush River drainage. Other areas of the ungulate winter habitat will be managed for summer motorized only.

Aerial Recreation Access - The majority of this area will be designated as no current restrictions (RA3 aerial mapping designation). Higher elevation areas on the eastern (headwaters) portions will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to remote recreation (Eg. mountaineering) values. Within this RA2 area, there are three circled RA3 areas to allow for ski-plane access. Three separate areas will be designated as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation) - at the headwaters of the Bush River and on the ridge separating the Bush and Prattle drainages (due to potentially high mountain goat habitat values), and at the Thompson Pass area (due to wildlife corridor values adjacent to Banff National Park).

There is concern regarding flight paths to established landing areas - Informal agreements may be needed in the future to address this issue, to mitigate possible wildlife conflicts.

Recreation Management Strategy – Lowland areas (generally below 6000 feet [1800 metres]) and the RA 1 aerial map area will be managed for Minimal Recreation Development (RM1 mapping designation). The exception will be a RM4 circle around the Bush Camp area, to allow for all-season tenured accommodation. Upland areas (generally above 6000 feet [1800 metres]) will be managed for Low to Moderate Recreational Development (RM2 mapping designation).

LANDSCAPE UNIT G11 – GOOSEGRASS area

Ground Recreation Access - The area will be managed to include motorized recreation in all seasons (RA3 ground mapping designation). This will provide remote motorized opportunities, which are accessible to users with the ability to transport motorized vehicles via boat or barge.

Aerial Recreation Access – The area will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to caribou values. The current low level of recreational landings are acceptable, but no higher level of repetitive use should occur. These recommendations do not preclude any existing aerial-based tenure from conducting operations within their management plan parameters – but review of management plans must consider these decisions.

Recreation Management Strategy – The area will be managed in the summer for Low to Moderate Recreational Use and Development (RM2 mapping designation), and in the winter for Minimal Recreational Development and Use (RM1 mapping designation).

LANDSCAPE UNIT G12 – WINDY CREEK area

Ground Recreation Access - To maintain remote recreation and wildlife values, this area will be managed for non-motorized recreation (RA1 mapping designation), with the exception of an all-season motorized area occurring at the confluence of Windy Creek and the Kinbasket Reservoir (RA3 mapping designation). This RA3 area provides for motorized maintenance requirements of a potential fishing camp on the south side of Windy Creek.

Aerial Recreation Access – The area will be managed as High Sensitivity to aerial landings, primarily due to caribou values (RA2 aerial mapping designation). The current low level of recreational landings are acceptable, but no higher level of repetitive use should occur. These recommendations do not preclude any existing aerial-based tenure from conducting operations within their management plan parameters – but review of management plans must consider these decisions.

Recreation Management Strategy – The area will be managed in the winter for Minimal Recreation Development and Use (RM1 mapping designation). This indicates no overnight accommodation (lodge) development, and only minimal recreational development (for example, no day use shelters allowed). The one exception is the circled area on the map denoting the fish camp at the confluence of Windy Creek and Kinbasket Reservoir, which has a RM 3 mapping designation, allowing rustic fishing camp lodge activity on the south side of Windy Creek.

LANDSCAPE UNIT G13 – BACHELOR CREEK area

Ground Recreation Access – This area will be managed to include motorized recreation (RA3 mapping designation), except for:

1. The non-roaded Special Resource Management Zone (SRMZ), which will be managed for non-motorized recreation (RA1 mapping designation) in order to maintain remote recreation and conservation values. This complies with KBLUP policy.
2. Motorized use of the access area to the Esplanade Range will be non-motorized in the winter until after April 15th (RA2 mapping designation).

Aerial Recreation Access – The SRMZ area and Argentine Glacier areas will be designated High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to recreation (Eg. mountaineering) values. A low to moderate level of recreational landings are acceptable, but no higher level of repetitive use. Also, a low elevation area (below 7000 feet) near Cherub Mountain will be designated High Sensitivity to aerial landings due to summer grizzly bear values (RA2 aerial mapping designation in spring/summer only). Other areas are designated as no current restrictions (RA3 aerial mapping designation). These recommendations do not preclude existing aerial-based tenures from conducting operations within their management plan parameters – but review of management plans must consider these decisions.

Recreation Management Strategy – Aside from the SRMZ area, the area will be managed for Low to Moderate Recreational Development (RM2 mapping designation). The SRMZ area would be managed for Minimal Recreation Development (RM1 mapping designation), which is consistent with management of this SRMZ in adjacent LUs (LUs G12 and G29 also contain portions of the SRMZ). The exception will be the existing Alpine Club of Canada huts, which will be managed as an RM4 mapping designation in the immediate vicinity of the lodges. These RM1/RM4 mapping designations provide for existing lodge activity, but also indicate no further lodge development in the SRMZ.

LANDSCAPE UNIT G14 – VENTEGO CREEK area

Ground Recreation Access – The roaded area will be managed to include motorized recreation (RA3 mapping designation), with the remainder of the area above the existing roads (mainly sub-alpine and alpine areas) being non-motorized in the winter until after April 15th as per the BCRC agreement (RA2 mapping designation).

Aerial Recreation Access – The majority of this area will be managed as no current restrictions (RA3 aerial mapping designation), aside from a low elevation area designated High Sensitivity to aerial landings due to summer grizzly bear values (RA2 aerial mapping designation in spring/summer only).

Recreation Management Strategy – The area will be managed for Low to Moderate Recreational Use and Development (RM2 mapping designation), aside from the immediate area of the existing lodge – which will be designated as RM4 (existing lodge, but no new lodges acceptable). Overnight accommodation in the RM2 areas is not desired as it would impact existing snowmobile activities, and there is already lodge development in adjacent LUs that could be negatively impacted by further lodge development.

LANDSCAPE UNIT G15 – ESPLANADE area

Ground Recreation Access – All roaded areas will be managed to include motorized recreation (RA3 mapping designation), with the remainder of the area above the existing roads (mainly sub-alpine and alpine areas) managed for non-motorized recreation (RA1 mapping designation), with the following provisions:

1. Some of the roaded side drainages will be identified for closure if information indicates these areas are important for caribou.
2. No winter motorized use (RA1 winter mapping designation, RA3 summer mapping designation) to occur in the ungulate winter habitat below the main access road. This is necessary to ensure winter motorized use does not impact key ungulate areas, while allowing continued use for snowmobilers.
3. The designated heliski run areas will be managed as summer motorized (RA3 summer mapping designation, RA1 winter mapping designation). This conforms to the BCRC agreement between the heliski sector and the snowmobile sector to minimize conflicts.
4. Motorized use of the access area to the Esplanade Range will be non-motorized in winter until after April 15th (RA2 mapping designation), as per the BCRC agreement.

Aerial Recreation Access – This area will be managed as no current restrictions (RA3 aerial mapping designation).

Recreation Management Strategy – The area will be managed for Low to Moderate Recreational Development (RM2 mapping designation), aside from the immediate area of the existing lodges – which will be managed as RM 4 (Existing High Development and Use, but no new lodges acceptable). This indicates no further overnight accommodation (lodge) development, and moderate use, but could provide for some day-use structures. Overnight accommodation in the RM2 areas is not desired as it would impact existing snowmobile activities, and there is already lodge development in adjacent LUs, that would be negatively impacted by further lodge development.

LANDSCAPE UNIT G16 – SUE FIRE / BLACKWATER RIDGE area

Ground Recreation Access

On the west side of the Bush Forest Service Road (FSR) - the southern portion will be managed to include motorized use (RA3 mapping designation), with the northern portion and the area adjacent to the reservoir being managed for non-motorized use (RA1 mapping designation). Exceptions to this are the Esplande Bay road and two roads providing access for fishing off the K road, which will be motorized. As well, the entire main Bush FSR is motorized. Note that motorized access to the Jeb and Susan Lake areas is included in the above direction.

On the east side of the Bush FSR – the southern portion (the “Bluewater loop” commencing at kilometre 37.5 on the Bush Forest Service Road) and the Chaperone area in the north will be managed for motorized use (RA3 mapping designation). The remainder of the northern portion will be managed for non-motorized use (RA1 mapping designation) – with the exception that a RA2 summer motorized corridor to Blackwater Mountain will be designated for use after September 1st of each year.

Aerial Recreation Access – This area will be managed for no current restrictions (RA3 aerial mapping designation).

Recreation Management Strategy – This area will be managed for Low to Moderate Recreational Development (RM2 mapping designation), except for the “Bluewater Loop” and the south-west area immediately adjacent to the reservoir which will be managed for Minimal Recreation Development (RM1 mapping designation).

LANDSCAPE UNIT G17 – HOPE CREEK area

Ground Recreation Access – The area will be managed to include motorized recreation in all currently roaded areas (RA3 mapping designation) except that in winter the ungulate habitat area will have motorized use confined to all-season motorized corridors. One corridor will extend from the reservoir to the 4000 foot (1200 metre) contour, and another corridor will provide winter motorized access within the ungulate habitat to the Valenciennes and Bush Landscape Units. In addition, an RA1 winter non-motorized area on the ridge separating Goodfellow Creek from Woody Creek is designated due to potentially high mountain goat habitat values.

Aerial Recreation Access – This area will be managed as no current restrictions (RA3 mapping designation), except that an RA1 area on the ridge separating Goodfellow Creek from Woody Creek is designated due to potentially high mountain goat habitat values.

Recreation Management Strategy – Most of the area outside of the ungulate winter habitat will be managed for High Development and Use (RM3 mapping designation), enabling more development (including overnight accommodation). The ungulate winter habitat and the RA1 area on the ridge separating Goodfellow from Woody Creek will be managed as Minimal Recreational Development and Use (RM1 mapping designation) - allowing no overnight accommodation (lodge) development, and only minimal recreational development (for example, no day use shelters allowed).

LANDSCAPE UNIT G18 – VALENCIENNES RIVER area

Ground Recreation Access – The area will be managed to include motorized recreation in all currently roaded areas (RA3 mapping designation), except that:

1. Ungulate habitat area will have winter motorized use confined to an all-season motorized corridor,
2. The Woody Creek drainage will be managed for winter motorized only (RA3 in winter, RA1 in summer mapping designations). An exception will be a RA1 winter non-motorized area on the ridge separating Goodfellow Creek from Woody Creek will be designated due to potentially high mountain goat habitat values.
3. Upper elevations along the eastern slope of the LU between Campbell and Lyell Icefields will be managed as non-motorized (RA1 mapping designation), primarily to manage for remote recreation (eg. mountaineering) values.

Aerial Recreation Access - The LU will be managed as no current restrictions (RA3 aerial mapping designation), except for the following:

1. Higher elevation areas on the eastern (headwaters) portions of this LU will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to remote recreation (eg. mountaineering) values. A low – moderate level of recreational landings are acceptable in these areas (but no repetitive use).
2. A circled area in the Campbell Icefield will be managed as RA3 aerial mapping designation to allow for continued ski-plane access.
3. The headwater area of Woody Creek will be designated as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation) in the summer, due to very high grizzly bear and wildlife connectivity values.
4. The Bush Pass area will be designated as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation), due to wildlife corridor values adjacent to Banff National Park.

Recreation Management Strategy – The ungulate winter habitat, roaded areas and Woody Creek will be managed as Minimal Recreational Development and Use (RM1 mapping designation). This would mean no overnight accommodation (lodge) development, and only minimal recreational development (for example, no day use shelters allowed). All other areas will be managed for Moderate to High Recreational Development (RM3 mapping designation).

LANDSCAPE UNIT G19 – BLUEWATER / WAITABIT CREEK area

Ground Recreation Access – The area will be managed for non-motorized recreation in all areas (RA1 mapping designation), except that the area above the north fork of the Bluewater drainage, accessible only from the Hope Creek area (LU G17), will be winter motorized (RA3 winter mapping designation).

Aerial Recreation Access – The upper (eastern portion) of the Waitabit drainage, the headwaters of the Bluewater drainage and the ridge separating the Bluewater and Waitabit drainages will be managed as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation), except that:

1. The helicopter landing area for Campbell Icefield Chalet operations will be designated as RA3 for winter use only (no current restrictions) to allow for winter aerial landings. Aerial landings in other seasons for lodge maintenance only.

2. Higher elevation areas on the eastern (headwaters) portions of this LU will be managed High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to remote recreation (Eg. mountaineering) values. A low – moderate level of recreational landings are acceptable in these areas (but no repetitive use).

The remainder of this LU will be managed as no current restrictions (RA3 aerial mapping designation).

Recreation Management Strategy – Aside from the Campbell Icefield Chalet area, this LU will be managed as Minimal Recreational Development and Use (RM1 mapping designation). This would mean no further overnight accommodation (lodge) development, and only minimal recreational development (for example, no day use shelters allowed).

LANDSCAPE UNIT G20 – MOBERLY area

Ground Recreation Access -

Northern portion (Bluewater to Blaeberry)

- Ungulate winter habitat will be managed to include summer motorized use (RA3 summer mapping designation), with no winter motorized use (RA1 winter mapping designation) except for a winter motorized (RA3) corridor through the Moose Lake area. The intent of this corridor is to maintain snowmobiling activity while minimizing disturbance to ungulates. The exact location of this corridor has yet to be identified.
- The Copper Creek and upper Marl Creek areas will be managed to include motorized use in all seasons with the potential for High Development and Use levels (RA3/RM4 mapping designations).
- The west-facing slope of Willowbank Mountain will be managed for non motorized use and minimal use levels (RA1/RM1 mapping designation). This area is currently unroaded, and lower elevations are important winter habitat for elk. The objective is to maintain existing quality of experience for non-motorized public and commercial use in this area. Motorized corridors will be considered if resource roads are established.
- The Johnson Road extending Northwest of Seward Road to the Colepitts area will be managed for non-motorized recreation (RA1 mapping designation). Johnson Road is used by many local residents and commercial lodges for non-motorized activities (hiking, mountain biking, skiing, dogsledding and horseback riding).
- The Johnson Road extending south-east of Seward Road to the Blaeberry will be managed to include motorized recreation with Minimal Recreation Development and Use (RA3/RM1 mapping designations). A portion of this road (near where it intersects the main Blaeberry River Road) is private land, and therefore there is no motorized roaded throughway from Seward Road to the main Blaeberry road. Accordingly, motorized use will not be encouraged in this area, and signage will be located at Seward Road indicating that no motorized access is available through the private property.
- The mountain ridge which is the western terminus of Robinson Peaks will be designated as RA1/RM1 in winter due to potentially high mountain goat habitat values.

Southern portion (Blaeberry to Hospital Creek)

- Ungulate winter habitat will be managed to include summer motorized use (RA3 summer mapping designation), with no winter motorized use (RA1 winter mapping designation). Much of this area is occupied by woodlots, which may require winter logging as part of their operations. The areas are not extensively used by snowmobiles presently. Woodlot licensees should consider this designation when preparing their management plans.

Golden Backcountry Recreation Access Plan

- The Lower Blaeberry floodplain area extending from below the IOOB Campground to the Columbia River will be managed for non-motorized use (RA1 mapping designation). This is to address concern regarding fish and ungulate habitat disturbance and water quality. Summer motorized disturbance to floodplain areas is already prohibited by legislation.
- The Beattie Creek/Skyberg Creek area will be managed for non-motorized recreation and Minimal Recreation Development and Use (RM1 mapping designation). There are 15 licensed water users on Beattie Creek. Residents are concerned about water quality and noise affecting lodge guests.
- The Moberly Peak to Table Mountain and unroaded south Hospital Creek area will be managed for non-motorized recreation, due to water quality concerns.
- The Dart Creek area will be managed for non-motorized recreation (RA1 /RM2 mapping designation). This is a woodlot area, where the existing management plan indicates closure to motorized public access, to promote non-motorized recreation and protect wildlife values. There has been discussion about providing for public access during prolonged periods of no logging.
- The Redburn Creek area will be managed for non-motorized recreation (RA1 /RM2 mapping designation) to manage for key mountain goat populations.

Hospital Creek – Summer Use

- This area will be managed for non-motorized use opportunities (public and commercial), except that public motorized use can occur after Sept 1 (RA2 summer mapping designation). Public motorized use may be suspended if it negatively impacts domestic water licences.
- Minimal Recreation Development (RM1 mapping designation).
- Proponents for commercial non-motorized use must conduct an analysis of appropriate levels of use from a social viewpoint in preparation of application. The Ministry of Tourism, Sport and the Arts (MoTSA) must consider results of this analysis prior to approval of an application. Any future commercial tenure holder must address the need to protect water quality and ensure the proper provisions are in place (eg. appropriate outhouse facilities, stream crossings). Depending upon the nature of their activities, tenure holders may be required to regularly monitor water quality (to government standards) and take appropriate action (which would include curtailing/suspending operations if water quality is degraded), with any results of water testing to be made available to the public. A contingency plan for drinking water may be required.

Hospital creek - Winter Use

- Only one commercial motorized winter operation will be tenured within this area, enabling both daytime and night time commercial use. Current use levels are acceptable (the average of the 1998, 1999 and 2000 seasons will be used to determine current use levels and this number will be used as a yearly maximum for tenured activities). Any increase in use must only be considered after analysis is conducted to determine if the area can handle more use (conduct limits of acceptable change analysis).
- MoTSA should ensure the tenure holder regularly monitors water quality (to government standards) and take appropriate action (which would include curtailing/suspending operations if water quality is degraded), with any results of water testing to be made available to the public. A contingency plan for drinking water is to be provided by the tenure holder.

Aerial Recreation Access – Most of this LU will be managed for no current restrictions (RA3 aerial mapping designation), with the following exceptions:

- Some alpine areas extending from Hospital Creek to Glenogle Creek (including Table Mountain) will be designated as Very High Sensitivity to aerial landings, with no landings

preferred (RA1 mapping designation). The Table Mountain area is an increasingly popular ground-accessed hiking location.

- The mountain ridge which is the western terminus of Robinson Peaks will be designated as RA1 in winter due to potentially high mountain goat habitat values.
- Two areas will be designated as High Sensitivity with low use levels (RA2 aerial mapping designation) to allow for current helihiking use patterns (the Redburn-Hedburg Ridge and the Glenogle Ridge). Helicopter landings in these areas will be confined to the spring/summer up to September 1st and will occur on weekdays only (excluding statutory holidays) from August 1st to September 1st, and on any day of the week prior to August 1st. Use levels in the Redburn-Hedburg Ridge area of LUs G20 and G21 will not in total exceed 2 to 3 round trips (involving landings) per week³. Use levels in the Glenogle Ridge area of LUs G20, G21 and G26 will not in total exceed 1 to 2 round trips (involving landings) per week.

LANDSCAPE UNIT G21 – BLAEBERRY RIVER area

Ground Recreation Access - The area will be managed to include motorized recreation (RA3 mapping designation), except the following areas will be managed for non-motorized recreation (RA1 mapping designation):

- The Redburn/Hedburg area, which is considered key mountain goat habitat. The Redburn road has already been closed due to goshawk nesting and mountain goat licks.
- The unroaded area north and east of Mistaya Creek, including the Mummery Icefield area. This is the unroaded area leading to Howse Pass. Note that motorized access to the Mummery hiking trail is part of this plan direction.
- Areas proximate to both Mistaya and Amiskwi Lodges. This conforms to the BCRC agreement between the lodges and the snowmobile sector to minimize conflicts.
- An area between Amiskwi Peak and Hagen Peak.
- The Lower Blaeberry floodplain area extending from below the IOOB Campground to the Columbia River. This is to address concern regarding fish and ungulate habitat disturbance and water quality. Summer motorized disturbance to floodplain areas is already prohibited by legislation.

In winter, the Blaeberry-Thompson Road corridor will be managed for motorized use in all seasons (RA3 mapping designation).

Aerial Recreation Access – Most of this LU will be managed for no current restrictions (RA3 aerial mapping designation), with the following exceptions:

- Some alpine areas in the Redburn and Split Creek headwaters will be designated as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation).
- Two areas will be designated as High Sensitivity with low use levels (RA2 aerial mapping designation) to allow for current helihiking use patterns (the Redburn-Hedburg Ridge and the Glenogle Ridge). Helicopter landings in these areas will be confined to the spring/summer up to September 1st and will occur on weekdays only (excluding statutory holidays) from August 1st to September 1st, and on any day of the week prior to August 1st. Use levels in the Redburn-Hedburg Ridge area of LUs G20 and G21 will not in total exceed 2 to 3 round trips (involving landings) per week. Use levels in the Glenogle Ridge area of LUs G20, G21 and G26 will not in total exceed 1 to 2 round trips (involving landings) per week.

³ For aerial use, whenever the term “round trip” is used, this includes provisions for both dropping off and picking up clients.

- The Mummery / Mt Cairnes area (aside from a designated RA3 landing area), Howse Pass and an area between Amiskwi Peak and Hagen Peak will be managed Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation) due to recreation and wildlife values.

Recreation Management Strategy –

- Most of this LU, including most of the roaded valley bottom area, will be managed for Moderate to High Recreational Development and Use (RM3 mapping designation), enabling more development (including overnight accommodation).
- The Mummery Icefield area to Howse Pass will be managed as Minimal Recreational Development (RM1 mapping designation). This would mean no overnight accommodation (lodge) development, and minimal recreational development (for example, no day use shelters).
- The areas around the existing lodges in Wildcat Creek (Mistaya Lodge) and Ensign Creek (Amiskwi Lodge) will be managed to provide for ongoing lodge activities, with no further lodges in those areas (RM4 mapping designation).
- The Collie Creek area will be managed as Low to Moderate Recreational Development (RM2 mapping designation). For this area, RM2 designation is intended to ensure that no overnight accommodation (lodge) development occurs while allowing for moderate use - to leave one drainage in this area without commercial infrastructure (Wildcat and Ensign drainages have lodges already).

LANDSCAPE UNIT G22 – QUARTZ CREEK area

Ground Recreation Access – The area will be managed to include motorized recreation, except for the following:

- In winter, ungulate winter range (located primarily north of the Trans-Canada Highway) will be managed for non-motorized (RA1 mapping designation). This is to ensure winter motorized use does not impact key ungulate areas. An exception will be that the main access road down to the Trapper's cabin will be a winter motorized corridor (RA3 winter mapping designation).
- In summer, an area (corridor) leading up to Quartz Lake will be non-motorized.
- Designated heliski run areas will be RA1 winter mapping designation, which adopts the BCRC agreement between the heliski sector and the snowmobile sector - to minimize conflicts.

Aerial Recreation Access – This area will be managed as no current restrictions (RA3 mapping designation), except for the Quartz Lake area – which will be managed as RA1 – very sensitive with no landings allowed. This is to maintain remote recreational opportunities and assist in managing fish populations.

Recreation Management Strategy –

- The Upper Quartz Main area will be managed as Minimal Recreational Development and Use (RM1 mapping designation). This would mean no overnight accommodation (lodge) development, and only minimal recreational development (for example, no day use shelters allowed). This is to manage for key grizzly bear habitat in the area.
- The remainder of the LU, including most of the roaded valley bottom area, will be managed for Low to Moderate Recreational Development (RM2 mapping designation). For this specific RM2 designation, this will mean no overnight accommodation development, and moderate use, but would provide opportunity for some day-use structures. Overnight

accommodation is not desired as it would impact existing snowmobile activities, and there is already lodge development in adjacent LUs, that could be negatively impacted by further lodge development.

LANDSCAPE UNIT G23 – WEST BENCH area

Ground Recreation Access –

- Access opportunities and restrictions within the Columbia Wildlife Management Area (WMA) are not within the scope of this plan.

Area South of Canyon Creek

- The South Dogtooth Recreation Area (this is the high elevation unroaded upper Fourteen Mile Creek area) from the height of land to 6000 feet (1800 metres) will be managed for motorized recreation and minimal use levels in the winter (RA3/RM1 winter mapping designation), and for non-motorized recreation and minimal use levels in the summer (RA1/RM1 summer mapping designation). This is a relatively popular hiking area for locals, and this zonation maintains the remote summer recreational opportunities. There is currently little use by snowmobiles in this area, and no conflicts have been reported between snowmobiles and backcountry skiers.
- The area below the South Dogtooth Recreation Area, down to and including the 12 Mile Creek Forest Service Road (FSR), and will be managed to include motorized recreation (RA3 mapping designation). This provides motorized access to south end of the Golden TSA, and motorized access to popular summer hiking trailheads, such as the Certainty Mine and 14 Mile Creek Trails, as well as maintains snowmobiling and hunting access.
- The area between the Columbia Wildlife Management Area and the 12 Mile Creek FSR will be zoned for non-motorized recreation and minimal use levels in winter (RA1/RM1 mapping designation), to manage for ungulates. In summer, the area will be zoned for motorized use from July 1st to December 1st (RA2/RM1 mapping designation), allowing motorized use only after the sensitive spring season for birds and other wildlife adjacent to the wetlands.
- The main upper 12 Mile Creek road will be managed for motorized recreation (RA3 mapping designation). This enables motorized access to a locally important area for recreation. The remainder of roads in this upper basin will be closed to motorized use. This minimizes the active road network to reduce displacement of bears in this habitat, and manages for the wildlife corridor between Canyon Creek and 12 Mile Creek.
- Roads in the lower 12 Mile Creek drainage will be managed for summer motorized recreation (RA3 summer mapping designation) to provide access to both 12 Mile trail heads and for other recreational purposes. A non-motorized corridor (RA1 mapping designation) on the south side of 12 Mile Creek is to manage for wildlife movement.

Area Between Canyon Creek and Holt Creek (described from south to north)

- The Moonraker Recreation Site is one of the most popular areas for mountain biking in the TSA. The Moonraker Recreation Site will be managed for non-motorized recreation (RA1 mapping designation), except for:
 - The road providing motorized access to lower Cedar Lake (Cedar Lake is one of the most popular camping areas in the TSA).
 - A winter motorized corridor extending downslope from the “Hyak” road.
- The area above (west of) the mapped upper portion of the Moonraker Recreation Site (including the “Hyak” Road), and the area between this Recreation Site and Holt Creek that is above Kicking Horse Trail, will be managed for motorized recreation (RA3 mapping designation), providing access for snowmobiling into the upper Tallis Creek area.

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- The lower motorized (RA3) area (between the Moonraker area and the Columbia River) may be a key future town development area. To be considered is that in the past this area has been an important spring elk migration corridor adjacent to the Columbia WMA.
- The area between the Moonraker Recreation Site and Holt Creek that is below Kicking Horse Trail will be managed to include summer motorized recreation (RA3 summer mapping designation). The exception will be a portion of the Dawn Mountain Nordic Ski zone, where motorized users must stay on a motorized corridor when travelling through to the north. This corridor is in effect to ensure that wet, sensitive areas of the Dawn Mountain Nordic Ski zone are not damaged. This summer motorized use below Kicking Horse Mountain Resort is recommended to be of low intensity in order to manage for resort and wildlife values.
- A small area below (west of) but not including Elk Road is non-motorized. This area is just east of and adjacent to the Columbia Wildlife Management area.
- The Dogtooth Forest Service Road (FSR) will continue to be the route to access snowmobiling opportunities to Gorman Creek and more northerly areas. Work is required to maintain the two existing parking areas, and co-operation with other stakeholders is required to ensure the safe use of this access route. Use of the area must take into account that snowmobiles are not allowed to be operated on plowed roads. Should the Dogtooth FSR not prove to be feasible in the future, then alternate access may be considered from the south.
- The Dawn Mountain Nordic Ski Zone will be managed in winter for non-motorized recreation (RA1 winter designation). This zonation does not preclude nordic operations from using motorized equipment to conduct grooming and other activities that are required for maintenance of trail conditions and facilities.
 - One winter motorized corridor is designated through the Nordic ski zone to allow the snowmobile commercial tenure holder to access the Dogtooth FSR from the Kicking Horse Resort area. A management agreement should be implemented between this commercial operator and the Dawn Mountain Nordic Society. The success of this corridor will be periodically reviewed, to ensure that non-motorized activities are not jeopardized, and that public snowmobiling does not occur on this corridor. If this corridor is not managed properly by the tenure holder, then revisions to this zonation will occur.
- The area immediately below the Nordic Ski Zone will be managed predominately for non-motorized recreation in the winter (RA1 winter mapping designation) to manage for wildlife, and non-motorized winter recreation.

Area North of and including Holt Creek

- The old rail grade running along the West Bench from Gorman Creek to Donald Creek will be an all-season motorized corridor, where access exists. Consideration should be given to creating a trail that links snowmobiling access between Quartz Creek and Gorman Creek.
- **Above the old rail grade**, all areas will be open for motorized use, except for:
 - The Holt Creek drainage will be zoned for non-motorized recreation (RA 1 mapping designation) to manage for mountain goat, grizzly bear and non-motorized recreational values. This zonation will be legally designated. This does not include the alpine perched basin to the north of Holt Lakes which connects to Gorman Pass, which will be managed for winter motorized use in the winter (RA3 winter mapping designation). This basin is only accessible from the north. Motorized corridors are designated along the old rail grade near Holt Creek in summer and along the Dogtooth FSR in all seasons, to allow for access to important motorized recreational opportunities to the north.
 - The last two km of the road past the Gorman Lake trailhead is closed to motorized use. This is a legal closure enacted by the Ministry of Tourism, Culture and the Arts.
 - The upper Lang Creek drainage (above the 1400 meter unbridged creek crossing) will be zoned for non-motorized recreation in summer (RA 1 summer mapping designation) to manage for grizzly bears and non-motorized recreational values.

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- The unroaded portion of the upper Cirque Creek drainage (above 1600 metres) is non-motorized in summer (RA1 summer mapping designation), should a road ever be built into this area.
- Slide paths on the south-east corner of Holt Creek (above the Old Rail Grade) will be managed for non-motorized recreation (RA1 mapping designations). This was formerly a BCRC agreement (see page 18) put in place to manage for ski-touring and high ungulate values.
- The mapped heliskiing in the Donald/Quartz Creek areas will be managed as non-motorized in winter (RA1 winter mapping designation), to adopt the BCRC agreement between the heliski sector and the snowmobile sector to minimize conflicts.
- **Below the old rail grade, in winter**, all areas will be closed for motorized use, to manage for ungulates and sensitive wildlife values adjacent to the Columbia Wildlife Management Area, with the following exception:
 - A motorized snowmobiling corridor, starting at the snowmobile parking lot at the seven km along the Dogtooth FSR, extending north to Lang Creek adjacent to and above the Columbia River. This corridor to possibly be linked to the higher elevation main motorized corridor (the old rail grade) in future to create an alternate route for snowmobiling.
- **Below the old rail grade, in summer**, will be open for motorized use, except for the area adjacent to the Columbia WMA, which will be motorized from July 1st to December 1st (RA2 mapping designation), to provide for minimal disturbance in critical spring-early summer ungulate habitat. This area currently has a low to moderate number of commercial and public user days, predominately due to having few passable (due to overgrown conditions) roads. This July 1st to December 1st closure may be legalized.

Aerial Recreation Access – This area will be managed as no current restrictions (RA3 aerial mapping designation), except for the following areas, as listed from south to north:

- The South Dogtooth Recreation area will be managed for some aerial use, while maintaining the non-motorized character of this hiking area. It will be managed as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation), with three mapped landing areas managed as High Sensitivity to aerial landings with low use levels (RA2 aerial mapping designation). In the RA2 areas, up to 2 round trips (involving landings) per week area allowed, weekdays only with no heli-biking.
- The Gorman Lake area from the parking area to the alpine ridges west of the lake will be managed as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation). This is to maintain the non-motorized character of this hiking area.
- The Dawn Peak area will be managed as High Sensitivity, with low use levels (RA2 aerial mapping designation - current aerial landing use levels are acceptable).
- The mountain pass (col) between Holt Lakes and Canyon Creek will be managed as High Sensitivity (RA2 aerial mapping designation). Aerial landings can occur on the col on weekdays only (excluding statutory holidays), with the rockpile nearer to Holt Lakes being used as an alternative landing site if the col is not useable due to weather, mountain goat activity or human use.
- The alpine area between Cirque and Donald Creeks will be managed as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation), to manage for mountain goat values.

Recreation Management Strategy –

The West Bench area will be managed for either RM 1 (Low Development) or RM 2 (Low to Moderate Development and Use). Generally, the RM 1 areas occur at lower elevations adjacent to the Columbia Wildlife Management Area and in drainages at upper elevations that have

important conservation values. Although infrastructure development will still be minimal in these areas, use levels for these RM 1 areas on the West Bench may be moderate, in order to maintain opportunities for public and commercial use (this moderate use level for RM 1 areas is unique to the West Bench). Use levels and recreational experience/ecological integrity will be a key issue to be monitored in the future.

Use levels in RM1 areas should be carefully monitored so that social, environmental and economic values are maintained.

Following is a list of RM 1 areas:

- The Holt Cr drainage and the upper Lang, Cirque and Quartz Creek drainages will be managed as RM1 mapping designation, to manage important grizzly bear and other values. Lodge and recreational infrastructure development is not acceptable. This includes slide paths on the south-east corner of Holt Creek (above the old rail grade).
- The South Dogtooth Recreation Area will be managed as RM1 mapping designation, due to relatively high public recreational values close to Golden.
- A ridge between Canyon Creek and the Tallis Creek area, extending down to the Columbia River, will be zoned as RM 1 to manage for a wildlife movement corridor.
- A lower elevation corridor extending from the Moonraker area to Donald, will be zoned as RM 1 to manage for ungulate and other conservation values upslope of the Columbia WMA. This corridor includes the Moonraker and Cedar Lakes areas, which is also being managed for high use, low infrastructure recreational values. North of the Dogtooth FSR, this corridor is narrower in summer and wider in winter – allowing more infrastructure development during the less sensitive summer season.

RM2 areas:

- Unless otherwise stated, areas are managed for Low to Moderate Development (RM2 mapping designation). This zonation indicates that small scale formal structures may be acceptable in specific areas, but that further planning is required to determine which areas designated as RM2 should have these structures. This is to ensure that future proposals for infrastructure development are planned for in consideration of social, environmental and economic values within the entire West Bench area – and that the GBRAC be involved in the early stages of such proposals.
- Use levels in the RM2 areas on the West Bench are not to be unduly constrained, as it is recognized that this is a key area for recreation proximate to the Town of Golden. Any use, however, is of course subject to recreational access (RA) zonations.
- The Dawn Mountain Nordic Zone has a RM 2 mapping designation. Any recreational development in this zone should be primarily oriented to facilitate nordic skiing and be conducive to maintenance of the quality of the nordic skiing experience.

LANDSCAPE UNIT G24 – CANYON CREEK area

Ground Recreation Access – This area will be managed for non-motorized recreation (RA1 mapping designation). This would include no development of ground based downhill skiing facilities.

Aerial Recreation Access – This area will be managed as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation), except for the following:

- In summer there are two designated areas in the north fork of Canyon Creek that will be managed for High Sensitivity to aerial landings, with low to moderate use levels acceptable (RA2 aerial mapping designation). These are the two areas which currently have helihiking

activity in the summer months and are considered to be a key area for local helihiking because of the short aerial travel time from the Golden airport, making it economical to use.

- In summer, the mountain pass (i.e. col) between Holt Lakes and Canyon Creek will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation). Aerial landings can occur on the col on weekdays only, with no weekend or statutory holiday use, with the rockpile nearer to Holt Lakes being used as an alternative landing site if the col is not useable due to weather, mountain goat activity or human use.
- In winter, the current heliski tenure over this area will conduct operations as per its management plan – but the tenure holder must consider concerns expressed in these recommendations during reviews of the management plan. Aside from this tenure, this LU should be managed for minimal use.
- The Dawn Peak area will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation) with a low use level (current aerial landing use levels are acceptable).

Recreation Management Strategy – The area will be managed for Minimal Recreation Development and Use, except for use levels associated with the current heliskiing tenure and the two RA2 helihiking landing areas. No permanent overnight accommodation structures, aside from one small (maximum of 8 clients per night) winter overnight accommodation structure in the location of the existing emergency shelter. Summer overnight accommodation is not approved for this area. Future overnight summer use may be approved in that structure only if the Ministry of Environment indicates minimal impact to grizzly bears, and if the remote recreational experience of this area is maintained by strict infrastructure limitations.

LANDSCAPE UNIT G25 – MOUNT 7 area

Ground Recreation Access –

- The top of Mount 7, including road access to the “lookout” launch site and past that to the upper parking lot, and the northern area (area of recent clearcuts east of the launch site areas) will be managed to allow for motorized recreation (RA3 mapping designation).
- The Mount 7 area below 6000 feet (adjacent to the town) will be managed for a combination of motorized/non-motorized uses that can only be identified with a finer resolution planning effort. No infrastructure will be allowed, or recreation promoted in certain wildlife or other sensitive areas. Commercial opportunities are limited.
- The area south of Mount 7, below 6000 feet (1800 metres) will be managed for non-motorized recreation (RA1 mapping designation), with the provision that the current minimal level of local motorized use may continue where specific solutions for sensitive sites (eg. domestic water license areas) are determined. The emphasis for this area will be to promote non-motorized use patterns for the future.

Aerial Recreation Access - Most of the upper elevations of the Beaverfoot Range from Mount 7 south will be managed as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation). This is predominately because this is likely some of the best mountain goat habitat in the TSA. One area below the north ridge of Mount Seven will be managed for aerial landing use to facilitate one heli-biking landing area above Stacey Creek.

Recreation Management Strategy – The northern portion of this LU will be managed for High Development and Use (RM3 mapping designation) – this includes the hang gliding site area. Other areas will be managed as Minimal Recreational Development (RM1 mapping designation), so that repetitive motorized use is not encouraged.

LANDSCAPE UNIT G26 – KICKING HORSE / BEAVERFOOT area

Ground Recreation Access – Most of this area will be managed for motorized use (RA3 mapping designation), with the following exceptions:

- The Glenogle drainage will be open for summer motorized use after August 15th (RA2 mapping designation). As well, the designated north-east section of road in the Glenogle drainage will be non-motorized (see map).
- Ungulate habitat extending from Glenogle Creek to the headwaters of the Kootenay River will be managed for motorized use to occur only on a designated corridor along the Beaverfoot main haul road (to provide for ongoing snowmobile access).

Aerial Recreation Access - Most of the Beaverfoot Range and area south of Mount 7 will be mapped as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation). Three designated alpine areas of the Glenogle drainage will be designated as High Sensitivity to aerial landings with low use levels (RA2 aerial mapping designation). Helicopter landings in these areas will be confined to the spring/summer up to September 1st and will occur on weekdays only (excluding statutory holidays). Use levels in the Porcupine Meadows area will not exceed 2 round trips (involving landings) per year. Use levels in the Glenogle Ridge area of LU G20, G21 and G26 will not in total exceed 1 to 2 round trips (involving landings) per week.

Recreation Management Strategy – The area will be managed for Low to Moderate Recreational Development (RM2 mapping designation).

LANDSCAPE UNIT G27 – MOOSE / DAINARD CREEK / ICE RIVER area

Ground Recreation Access –
SRMZ area (Moose and Dainard Creeks)

To maintain the remote recreation and wildlife values, this area will be managed for non-motorized recreation (RA1 ground and aerial [no landings preferred] mapping designation). An exception to this is for motorized access to continue to occur from July 16th to April 14th on the switchbacks leading from the Moose Creek trailhead parking area (this time restriction is to manage for spring grizzly bear use of this area).

Non-SRMZ area (called the Ice River area)

- Winter Ground-based Recreation - The area will be managed for a mixture of motorized and non-motorized opportunities (RA3 and RA1 mapping designations). The area above (east of) the “Black Road” and the area adjacent to the Beaverfoot River will be managed for non-motorized recreation (RA1 mapping designation) in order to manage for wildlife connectivity in this area. Other areas, including the “Black Road”, the area immediately below the “Black Road” and the road used for snowmobiling below and parallel to the “Black Road” will be open for motorized use (RA3 mapping designation).
- Summer Ground-based Recreation – The area will be managed for a mixture of motorized and non-motorized opportunities (RA3 and RA1 mapping designations). The motorized areas are identified as corridors, in order to manage for the grizzly bear connectivity corridor in this area. One motorized corridor is the road below and parallel to (west of) the “Black Road”. Also, the area in the north west portion of this LU will be motorized.

Aerial Recreation Access - Most upper elevations of the Vermillion Range will be mapped as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation) predominately due to mountain goat habitat.

Recreation Management Strategy – The SRMZ (see page 11) portion of this LU will be managed as Minimal Recreational Development and Use (RM1 mapping designation). This would mean no further overnight accommodation (lodge) development, and only minimal recreational development (for example, no day use shelters allowed). The non-SRMZ portion (the Ice River area) will be managed for Low to Moderate Recreational Development (RM2 mapping designation).

LANDSCAPE UNIT G28 – KOOTENAY area

Winter Ground Recreation Access -

- In designated winter ungulate habitat, motorized use will continue to occur along the main timber management haul road along the Kootenay River valley bottom up to the Paul Creek turnoff, as well as on all main roads up Paul, Thomas, Dainard Creeks, Hidden Valley and other key snowmobiling areas identified as corridors at the north west corner of the area (RA3 winter mapping designation). Secondary roads in this area will be non-motorized (RA1 mapping designation). Ungulate winter habitat in the southern portion of the LU between Paul Creek and Kootenay National Park will be managed for non-motorized recreation (RA1 mapping designation).
- Outside of designated winter ungulate habitat, motorized use will occur in all areas (RA3 mapping designation).
- The upper Paul Creek drainage will be winter motorized (RA3 winter mapping designation), pending information on mountain goat populations. This is to provide for the potential of snowmobiling in this previously unsnowmobiled area.
- RA3 (motorized) access is mapped to the private property.

Summer Ground Recreation Access

- The west side of the Kootenay River Valley (except the Kootenay River wetland area) will be managed for motorized recreation (RA3 mapping designation).
- The main access roads up each of the side valleys on the east side of the Kootenay Valley (eg. Symond, Thomas, Paul Creeks) will be open for motorized recreation (RA3 mapping designation). All secondary roads in this area will be non-motorized (RA1 mapping designation)

Aerial Recreation Access - Most of the upper elevations of the Vermillion Range will be managed for Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation) – due to wildlife habitat.

Recreation Management Strategy – All areas will be managed for Low to Moderate Recreational Development (RM2 mapping designation).

LANDSCAPE UNIT G29 – SWAN CREEK area

Ground Recreation Access – In summer, this area will be managed for motorized recreation (RA3 mapping designation), except for the unroaded Special Resource Management Zone which would be managed for non-motorized recreation (RA1 mapping designation). In winter, the area will be managed for winter motorized use from February 1st via a motorized corridor which extends along the main timber management haul road. This is to include winter motorized use in an area managed for caribou.

Aerial Recreation Access – The area will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to caribou values. Stakeholders agreed that the current low level of recreational landings are acceptable, but recommend no higher level of repetitive use. These recommendations do not preclude any existing aerial-based tenure from conducting operations within their management plan parameters – but review of management plans must consider these decisions.

Recreation Management Strategy – The area will be managed for Low to Moderate Recreational Development (RM2 mapping designation), with the exception of the existing Alpine Club of Canada hut (Fairy Meadows Hut), which would be managed as a RM4 mapping designation in the immediate vicinity of the lodge.

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Section 4.0 Plan Implementation

Plan Implementation will involve a co-ordinated effort between Government and the Golden Backcountry Recreation Advisory Committee⁴ (GBRAC).

The Golden Backcountry Recreation Advisory Committee (GBRAC) is composed of individuals who have participated in or are familiar with the plan's development, and represent a diverse cross section of interests. It is the role of the GBRAC to uphold the guiding principles and resolutions of the plan by ensuring a balanced pattern of recreation use across the land-base, tempered by social, environmental and economic considerations. To achieve these goals, the committee will convene on an infrequent but regular basis to address the various implementation issues and work with government to deal with them. The committee may also make recommendations to government with regard to plan content and direction if deemed necessary. A more detailed description of the committee including its terms of reference and membership are included in Appendix L.

While it is the responsibility of government to administer the plan, the degree of success will be largely determined by the level of participation of the GBRAC, outdoor enthusiasts, and industry operating in the area. This is largely a voluntarily implemented plan, where the commercial and public recreational users will work to uphold plan decisions, most of which are based upon stakeholder consensus recommendations. Successful implementation of the plan will also depend on government funding and staffing levels and also development of partnerships with the private sector and community groups.

The BC Government has undergone significant changes to its delivery models and infrastructure as it relates to land use planning and public recreation management. As a result, there was a reduced ability for government to fully participate in both implementation and monitoring tasks from the period of 2003 to 2008.

A revised implementation plan for the GBRAP has been approved as part of this plan by the Kootenay Boundary Managers Committee (see below).

It is anticipated that legislated closures will be required over a relatively small number of areas deemed environmentally or socially sensitive and where compliance is not reconcilable through voluntary methods (that is, where voluntary compliance is not proving to be effective in areas of high resource sensitivity). It will be important to critically re-evaluate the requirement for legislated closures as plan implementation proceeds, in order to determine if the existing legislated closures are necessary and to ensure that critical decisions in the plan are complied with. Legislated closures require varying lengths of time and consultation to implement, depending upon the specific situation and the type of legislation proposed.

Each ministry has its own form of closure oriented legislation, targeted for a specific purpose. For example, MoCA can enable closures to specific recreational uses to protect the interests of other recreational uses, while MoE can enable closures to recreation use for the purposes of wildlife or habitat protection.

⁴ See Appendix L for the Terms of Reference for the committee.

Implementation of legal closures of this plan will require government field presence, if only limited, to encourage compliance and be involved in educational initiatives in order to ensure the continued viability and community commitment to the plan.

4.1 Implementation Tasks

The following implementation plan has been approved by the Kootenay Boundary Managers Committee. It cites approved implementation tasks - such as brochure creation via partnership with Golden Tourism, finalization of two legal closures, and web site presence. It also cites potential implementation tasks that are not currently approved, to identify where government and the GBRAC may work in the future, pending adequate staffing and resources.

Implementation tasks will be coordinated by the government agencies which have mandates for operationally managing public and commercial recreation.

- The responsibility for mapping support for the plan, including web presence, brochure partnership, effectiveness and validation monitoring resides with ILMB.
- The responsibility for operational public recreation management presently resides with the Ministry of Culture and the Arts (MoCA). For the GBRAP, this work may involve road improvement funding, designation of high priority areas for enacting legislated closures (used to protect a recreation resource by attaching a condition to an incompatible recreation or non-recreation oriented activity), and liaison of key user groups via work agreements.
- The responsibility for commercial recreation tenuring resides with ILMB, which will ensure that GBRAP zonations are considered and input from the GBRAC is solicited prior to commercial recreational tenure decisions.
- The responsibility for enacting legislative closures, to prohibit or restrict access for wildlife management purposes resides with the Ministry of Environment (MoE).

This plan will be a consideration of government agencies in their operational plan and tenure approvals. For instance:

- MoCA should review tenure applications in consideration of this plan. MoCA may recommend that proponents consult with the GBRAC where their proposals are not supported by the plan.
- MoE should consider legislative closures in consideration of this plan.
- The Forest Service should review timber management / harvest plans to facilitate recreational access direction in this plan, where feasible.

Implementation Tasks

Implementation Task	Description	Responsible Ministry	Approved or Pending	Priority	Proposed Timeline
Project 1 Media Release	Joint news release: ILMB and GBRAC sectors. Announces the cooperation of all parties towards completion of GBRAP Amendment # 2.	ILMB / PAB	Approved	High	Fall 2008
Project 2 Web Site	Maintain www.recplans.gov.bc.ca web site for GBRAP zonations (maps, plan text, plan overview, area for public comment). <ul style="list-style-type: none"> ➤ Upgrade site to show revised plan maps and text ➤ Ensure GBRAC meeting minutes are posted regularly ➤ Add new user friendly printable maps 	ILMB	Approved	High	Ongoing
Project 3 Revise GBRAP Brochure	Revise the existing brochure (2000 copies) <ul style="list-style-type: none"> ➤ Include new zonations resulting from Amendments # 1 and #2 ➤ Revise colours for RA designations ➤ Work with other interests (eg. Golden Destination Marketing Organization) to have a blend of GBRAP zonation and community tourism interests 	ILMB partnership with Golden Tourism	Approved	High	Fall 2008
Project 4 Advertisements	Insert advertisements in BC Backroad map book, Hunting and Fishing Regs booklet, and BC Tourism brochures BC Backroad map book	ILMB	Approved	Mod	Yearly
Project 5 Creation of Motorized Corridors	Review opportunities for motorized access corridors to link the old rail grade to Quartz Creek and West Main roads.	MoF/ILMB	Approved	High	Fall 2008

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Implementation Task	Description	Responsible Ministry	Approval Status	Priority	Proposed Timeline
Project 6 Improve Dogtooth FSR Access for snowmobiling, up to the 7 km parking area	➤ Expansion of 7 km parking lot area. Relieve forest company of their reforestation obligations for the portion of the plantation adjacent to the parking area.	MoTSA / Key GBRAC sectors	Approved	High	Before Winter 2008
	➤ Review and act on potential of widening this section of road, particularly the worst section at 1.2 km.	MoF / MoTSA		High	Before Winter 2009
	➤ Issue Golden Trail Grooming Society road use permit to plough the road up to 7 km parking area.	MoF / MoTSA		High	Before Winter 2008
Project 7 Awareness of Motorized Openings	Liaison between Ministries and forest licensees to maintain key areas for public access, where feasible.	MoF/ILMB/MoE/MoTSA	Approved	Mod	Ongoing
Project 8 Legal Closures in key areas ⁵	➤ Holt Creek / Lang Creek (MoE closure) ➤ Nordic Ski Zone (MoTSA closure)	MoE / MoTSA	Approved	High	2008/09
Project 9 Enforcement of Legal Closures	Holt Creek/Lang Creek and Nordic Ski Zone are priorities.	MoE/MoTSA /MoF	Approved	High	2009
Project 10 Better define existing zonations	Review of maps for accuracy, and adjustment of polygon boundaries to geographically and logically reflect plan intent.	ILMB / MoTSA	Approved	High	Ongoing
Project 11 Review commercial recreation proposals	Assess CR and public recreation proposals to ensure plan compatibility, or identify plan adjustment.	ILMB/GBRAC	Approved	High	As required

⁵ Moose Creek would be a priority for legal motorized closure should road or ATV trail access be built into this valley, due to high spring/early summer grizzly bear values, and non-motorized recreational values. The Bluewater Creek road should be monitored for a need for legal closure, due to high grizzly bear values.

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Implementation Task	Description	Responsible Ministry	Approval Status	Priority	Timeline
Project 12 On-line Questionnaire	Establish baseline information on existing knowledge of GBRAP among the public and commercial recreationists. Administer and analyze data. Repeat process later on and compare results.	ILMB	Not Approved. Needs resources to complete.	Mod	
Project 13 Public Presentation	Presentations of GBRAP describing challenges for recreation community, industry, and points for discussion. User groups can use at their own meetings to guide discussion on issues. Presentation needs to be transferable among groups and include a guide for the presenter on how to invite constructive discussion. Possible applications: industry training sessions, highschool classrooms, college recreation programs, ENGO's.	ILMB	Not Approved. Needs resources to complete.	Low	
Project 14 Newspaper Bi-monthly articles	Articles once every three months Tell the story of cooperation between motorized and non-motorized user groups toward maintaining high-quality recreation locally. Showcase as community effort. Conflict is part of the story.	ILMB	Not Approved. Needs resources to complete.	Mod	
Project 15 Kiosks at key frontcountry locations	At four key visitor travel access nodes Contains GBRAP brochure maps and a map behind plexiglass / with text ➤ At Cedar Lake turnout ➤ At junction of golf course/Kicking Horse Trail road ➤ At Dogtooth FSR 7 km parking area ➤ At Dogtooth FSR 14 km parking area	MoTSA with partnership of GDMO	Not Approved. Needs resources to complete.	High	

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Implementation Task	Description	Responsible Ministry	Approval Status	Priority	Timeline
<p>Project 16</p> <p>Signage at key backcountry locations</p>	<p>Make, install and maintain approx. 20 signs in the West Bench, and other areas, indicating GBRAP zones. Confirm sign standards (there is an existing template for GBRAP already).</p> <p>Key areas will be:</p> <ul style="list-style-type: none"> ➤ Columbia Wetlands, Holt Creek, Gorman Creek, Nordic Ski area, Moonraker trails ➤ Motorized corridors in non-motorized zones (eg. West Main, Nordic Trails) 	<p>MoTSA/MoE</p>	<p>Not approved. Needs resources to complete</p>	<p>High</p>	
<p>Project 17</p> <p>West Bench ATV "Play Area"</p>	<p>If there is club or corporate sponsorship for a tenured activity, research feasible areas on the West Bench</p>	<p>MoTSA/ILMB</p>	<p>Not approved. Needs resources to complete</p>	<p>Low</p>	

Section 5.0 Plan Monitoring

In order to determine the success of plan decisions, monitoring of ongoing activity and management direction is essential. In short, monitoring provides the basis for determining whether the desired conditions for the plan are being achieved.

There will be three types of monitoring for the plan:

- 1) Implementation Monitoring (Are we conducting the implementation tasks that we said we would?)
- 2) Effectiveness Monitoring (Is what we're implementing effective in achieving the Recreation Access (RA) and Recreation Management (RM) zonations?)
- 3) Validation Monitoring (are each Landscape Units RA and RM zonations still appropriate, and are the definitions for those zonations still appropriate, based upon any new social, environmental or economic information or outside decisions?). For example better descriptions for recreation use within the Recreation Management Strategies may result from monitoring of use levels or Levels of Acceptable Change analysis. For instance, under an RM2 classification, it states that there is a "moderate incidence for human contact and managerial presence". Monitoring data can help to specify how "moderate" might be quantitatively defined, which will likely differ by landscape unit, depending upon the existing, projected, or acceptable levels of use

The following monitoring plan has been approved by the Kootenay Boundary Managers Committee. It cites approved monitoring tasks. It also cites potential monitoring tasks, to identify where government and the GBRAC may work in the future, pending adequate staffing and resources.

Monitoring Tasks

Monitoring Type	Description ⁶	Responsibility	Priority	Timeline
Implementation Monitoring	Review government permits/activities regarding facility development compliance / non-compliance with plan	ILMB / MoTSA	Approved	Every 3 years. Next review 2011
	Review of accomplishment of Implementation Tasks	ILMB/GBRAC	Approved	Yearly
	Anecdotal inventory and/or review of agency presence regarding legal enforcement areas	ILMB	Approved	Yearly
Effectiveness Monitoring	Anecdotal or surveyed monitoring of helicopter sightings or landings in key LU G23/G24 areas	ILMB/Aerial sectors	Not approved. Needs resources to complete	
	Anecdotal or surveyed monitoring of use levels of key RM 1 backcountry areas for change (eg. number of groups encountered per day, size of groups, etc).	ILMB/GBRAC	Not approved. Needs resources to complete	
	Anecdotal or surveyed monitoring of motorized use in non-motorized areas	ILMB/GBRAC	Not approved. Needs resources to complete	
	Anecdotal or surveyed monitoring of user conflict incidents per season	ILMB/GBRAC	Not approved. Needs resources to complete	
	Anecdotal or surveyed monitoring of user wildlife incidents	Not approved. Needs resources to complete	Not approved. Needs resources to complete	
Validation Monitoring	Review key LUs for requirement to upgrade generic RM or RA definitions, based upon effectiveness monitoring results. To occur in areas with existing or imminent conflicts.	ILMB/GBRAC	Approved	Every 3 years. Next review 2011
	Use Levels of Acceptable change Analysis for review of RM definitions for the West Columbia (LUs G12, 13, 14, 15, 29).	ILMB/GBRAC	Not approved. Needs resources to complete	
	Review future issues concerning the balance between commercial and public recreation, where there are existing or imminent conflicts	ILMB/GBRAC	Not approved. Needs resources to complete	

⁶ Monitoring progress will depend upon available government and GBRAC staffing and monetary resources and will therefore be conducted as these resources allow.

Section 6.0 Plan Amendment

Future amendment to the plan will occur as resources allow and as the need develops. To date, there have been two amendments to the plan. The first occurred in 2006, predominately due to better information regarding mountain goat habitat and lodge development. The second amendment occurred in 2008, when a major review was made to zonations in the West Bench area (LUs G22 and G23).

The plan should have a major review of zonations before 2012. Minor changes to the plan may occur as issues are resolved.

Comments on all proposed major strategic amendments to the plan will be solicited from the GBRAC, the general public and commercial proponents. As indicated above, the GBRAC will likely be a catalyst for any major change to the plan.

A **major amendment** to the plan includes changes that potentially result in a substantive alteration to the balance of plan opportunities. Such alteration may involve change to Recreation Access or Recreation Management Strategies in many landscape units, or change to zonation in just one highly contested landscape unit, wholesale change to RM definitions, addressing future issues concerning the balance between commercial and public recreation, or having significant socio-economic or environmental implications.

A **minor amendment** to the plan includes refinement of different types of motorized uses in motorized zones or between different types of non-motorized uses in non-motorized zones, and changes to the location of motorized road corridors which maintain the original plan intent. Minor amendments can include changes to RA or RM status which do not result in a substantive alteration to the balance of plan opportunities, and can include change to RA or RM designations in landscape units which are not highly contested.

Major plan revisions are approved by the Minister or delegate. Minor plan revisions are approved by senior ILMB staff managers or directors.

Golden Backcountry Recreation Access Plan

**APPENDICES FOR THE GOLDEN
BACKCOUNTRY RECREATION
ACCESS PLAN**

Amendment # 2

August, 2008

APPENDICES FOR THE GOLDEN BACKCOUNTRY RECREATION ACCESS PLAN

A – Rationale for Access Planning

- Background / History
- Access Planning Issues
 - Strategic Planning Issues in the East Kootenays
 - Commercial and Public Recreation Issues
 - Conservation Management Issues
- Problem Resolution

B – Outline of the GBRAP Planning Process

C – Brochure Produced for the Spring, 2001 Public Open Houses

D – Summary of Public Comment from the Spring, 2001 Open Houses

E – Brochure Produced for the Spring, 2007 Public Open Houses

F – Summary of Public Comment from the Spring, 2007 Open House

G – Meeting Minutes from the GBRAP Stakeholder Negotiation Sessions (in chronological order)

H – Plan Maps

I – Landscape Unit Summaries

J – GBRAP Stakeholder Endorsement (Sign-off) Document

K – List of Government Interagency Technical Team Members and GBRAP Stakeholders

L – Terms of Reference and Membership of the Golden Backcountry Recreation Advisory Committee (GBRAC)

M – B.C. Government Agency Letters of Support

N – Applicability of the GBRAP Planning Process to Other Geographical Areas

Appendix A. RATIONALE FOR ACCESS PLANNING

Recreation access management is one of the most significant issues affecting land and resource stewardship in the Kootenay Region. As competing recreation access demands and recreational activities on Crown land increase in intensity, the need to balance competing uses and interests becomes more imperative. There is a need to manage opportunities so that they best contribute to the provincial economy while supporting social and environmental values, and so that the growing number of user conflicts are minimized.

Without recreational strategic planning, conflict among resource users will be exacerbated and access, recreation and conservation management issues will continue to remain controversial and unresolved. These conflicts impede the ability to make timely recreational tenuring decisions on Crown land, and they reduce economic certainty.

To date, no comprehensive Provincial or Regional integrated strategic planning process of sub-Regional scope, which guides actual operational land-use recreational access patterns, has yet been realized. Consequently, an integrated, structured and comprehensive strategic access management planning process is required to ensure the maintenance of a diversified, quality recreational experience, and a viable economic, social and environmental future. Such a process should provide:

- a methodology for reducing conflict and providing certainty for commercial and public recreation.
- a balanced deployment of recreation opportunities.
- appropriate recreational zoning designations which are implementable “on the ground.”
- determination of use levels (at least to a preliminary degree).

1.1 Background / History

Traditionally, access planning for recreation focused on road access management. In this respect, protective management was primarily initiated by government wildlife and habitat management staff in response to resource development activities that affected wildlife and habitat related interests. In effect, the access planning process was reactive and was never developed in a strategically comprehensive or integrated land-use planning context, which considered the need to provide public and economic recreational opportunities. Consequently, the full spectrum of access related issues were never identified and the cumulative impact of access development and use was never assessed.

From a regulatory perspective, recreation access management was almost exclusively implemented and enforced through the Wildlife Act. The pertinent sections of the Wildlife Act which were used prior to 1997, included Section 110dd (Vehicle Access Hunting Closure), Section 77 (Road Closure) and Section 111b (Area Closure). Although these access management regulations were developed and established with the intention of ensuring sustainable conservation management objectives and principles, they were often controversial and in certain instances did not engender much public support. This may be attributed to the perception that regulatory access decisions were discriminatory and biased in favor of individuals or specific client groups. However, the most apparent deterrent to success was related to the fact that the regulations were arbitrarily set without an appropriate public consultation process.

An operational access planning process that did attempt to incorporate public comment and address access related conflicts in a public context was the Coordinated Access Management Planning (CAMP) process which concluded in 1989. Although the management principles and direction expressed through CAMP were appropriate, it was a process that never fulfilled public or government expectations. Essentially, without a comprehensive and user-negotiated access strategy, planning infrastructure and implementation mechanism, successful execution of the plan never materialized. Another significant factor, which may have influenced the fruition of this process, was the lack of suitable legislation that was required to ensure compliance with the CAMP's access management decisions.

In 1996 another access management process was initiated. This was commenced through government response to a request by the Southern Guides and Outfitters to develop a strategic access management plan for the south east area of the Kootenay Region. Participants at the initial meeting included representatives from the forest industry, guiding industry, and government agencies (Ministry of Forests (MOF and B.C. Environment (BCE)). A collective decision was made to establish an inter-agency access planning committee comprised of representatives from Lands, Parks, Highways, Forest Service (Golden, Invermere, Cranbrook) Agriculture and Environment. The committee was established and began the process of developing a Terms of Reference to reflect committee responsibilities, the history of access planning, rationale, intent, access management planning principles and applicable legislation, to assist in the implementation of a potential plan.

Before proceeding further the committee determined that it was necessary to establish Inter-Agency Management Committee (IAMC) support for the formation, staff participation and intent of this committee. A presentation was made to IAMC regarding this issue. The consensus of the IAMC reflected the opinion that although they supported the concept and intent of the committees access planning process they determined that it may confuse the efforts of the ongoing Kootenay Boundary Land Use Plan – Implementation Strategy (KBLUP-IS) process. At this juncture in time they believed that the KBLUP-IS process would ultimately resolve access related issues and consequently it should take precedence over the intent of the newly formed access committee. The inter-agency access planning committee was therefore dissolved.

In 1992 the B.C. Government established the Commission on Resources and Environment (CORE). The mandate of the commission was to develop comprehensive land use and resource management plans, through a public negotiation, consultation and consensus building process. The principle intent of the process was to relieve land use conflict by providing direction and certainty for a viable and sustainable economy, social fabric and environment in the East Kootenay region.

CORE completed the resultant Kootenay Boundary Land Use Plan in 1995.

Subsequent to this plan was the development of resource management objectives, strategies and guidelines that culminated in the 1997 Government endorsed Kootenay Boundary Land Use Plan – Implementation Strategy (KBLUP-IS). In essence, the KBLUP-IS establishes corporate policy guidance, which is to be implemented by respective accountable agencies and is administered by the Kootenay Inter-agency Management Committee (IAMC).

Neither the KBLUP-IS or the subsequent Kootenay-Boundary Higher Level Plan (KBHLP) include specific Sub-Regional (Timber Supply Area) guidance for recreational access management. With respect to the access component of the plan, the regional objective and strategy most pertinent to the initiation of the Golden recreation and access planning process are expressed in Chapter 2, G28 and 28.2 of the KBLUP-IS. Respectively, they are:

- “Prevent or reduce conflicts between resource access developments and sensitive environmental, recreational and cultural heritage resources values and areas”
- “An access map will be produced over time for each Forest District to identify access opportunities and restrictions for both public and industry uses of the Provincial land base”.

In response to this Provincial policy direction, government agencies worked towards access management plans for various areas of the East Kootenays. Some of these efforts resulted in guidance for various recreational activities for certain areas, but none were pursued to the degree of deriving a TSA recreational use map that has the backing of both government and recreational users. To that end, in 1999 the Golden Backcountry Recreation and Access Planning (GBRAP) process commenced with the formation of a Government Interagency Technical Committee (GITC). The GBRAP built upon the work of the 1996 initiated Golden Winter Backcountry Resolution Committee (BCRC), which was formed by local Golden commercial and public recreation users to resolve key winter backcountry recreation issues. The BCRC was very successful in deriving negotiation-based consensus decisions for winter backcountry recreation access, although it was acknowledged that issues regarding summer recreational use, environmental issues, recreation issues in the northern portion of the Golden TSA, and public involvement were yet to be dealt with. This earlier BCRC work was used as an important starting point for this GBRAP, which continued with the consensus-based stakeholder negotiation style of the earlier BCRC work.

1.2 Access Planning Issues

In conjunction with the extensive road access infrastructure which evolved through natural resource development (forestry, mining and construction of inter-provincial energy and transportation corridors), the opportunity to access relatively all areas of Crown land in pursuit of recreational activities has increased dramatically over the last two decades.

This increased access to crown land has resulted in numerous social and economic benefits to the public and commercial recreational operators. This increased, often unplanned recreational access has also resulted in some negative impacts to the quality of various commercial and public recreational experiences and to environmental issues. Also, the rapidly expanding demand by both public and commercial recreation sectors is in some cases resulting in perceived conflicts between these two groups.

Specific factors of concern include:

1.21 Strategic Planning Issues in the East Kootenays

As indicated in Section 1.1, strategic recreational planning on a sub-regional basis has not resulted in operationally implemented access plans for a variety of reasons. As a result, recreational access decisions were often conducted in isolation by individual resource agencies and in isolation of individual watersheds. Other than the normal internal government referral process, limited cooperative planning occurred between government agencies.

1.22 Commercial and Public Recreation Issues

Commercial recreation is recognized as an important economic resource for the Province and local area. The sector is currently growing, and commercial operators are concerned that unplanned backcountry recreation can result in conflicts between recreationalists that will affect their ability to provide a quality experience to clients. This conflict can occur between commercial operators or between the public and commercial operators, and be related to use levels or between non-compatible activities.

The public's use of its crown land base is also increasing. Conflicts between public users often relate to motorized versus non-motorized use. More recently, there is concern by some of the recreational public, that the opportunity to access Crown land is becoming affected by commercial ventures.

Recreation access issues common to both the commercial and public recreation sectors include:

- Opportunity - Maintenance of recreational opportunities is an important issue to both the public and commercial sectors. However, unplanned access can result in incompatible uses occurring in the same area, which creates unacceptable economic and social impacts.
- Quality and Diversity of Experience - Unplanned access has the potential to decrease the quality and diversity of a recreational experience through overcrowding. From a social perspective, recreational use conflicts appear to be directly related to the number and disbursement of motorized and non-motorized recreational users and the quality of experience the users expect within a specific geographic area

1.23 Conservation Management Issues

From an environmental perspective, the principle issues of concern related to access and use are:

- Habitat Loss – Excessive recreational use has the potential to adversely affect sensitive terrestrial vegetative ecosystems through the introduction of invasive weed species, physical destruction, soil compaction and erosion.
- Harassment and Displacement of Wildlife – Recreational access related activity is a concern particularly when it impacts winter ranges or habitats that are inhabited by species sensitive to intrusive motorized and/or non-motorized recreational pressure. Behavioural reactions range from trauma, which can culminate in increased energy expenditure, altered activity or patterns, such as avoidance of favourable forage and cover habitat, to separation from large protective groups. Motorized recreational access use can contribute to noise, atmospheric and aquatic pollution. All have the potential of imposing detrimental effects on wildlife and fish species and populations.

1.3 Problem Resolution

A recreation and access planning process and delivery mechanism provides:

- Certainty for land use planning and investment
- A mechanism to resolve public and commercial recreation conflict
- An alternative to a reactive and isolated approach to access related issues
- A mechanism to develop an appropriate balance of recreational activities and uses across the landscape, and deal with conflicts
- The potential to reduce wildlife habitat loss and fragmentation, wildlife displacement, vulnerability and harassment
- A diversity of high quality recreational experiences
- A means for plan implementation and plan improvement

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Appendix B. OUTLINE of the GBRAP PLANNING PROCESS from 1999 - 2002

The GBRAP process was initiated by the Ministry of Forests, Columbia District. The District solicited interest from other government agencies regarding the assembly of a core government interagency technical team (GITC). The GITC was composed of the Ministry of Forests Columbia District, Ministry of Environment, B.C. Assets and Lands Corporation (now Water and Land B.C. or MoTSA), and Ministry of Tourism, Small Business and Culture. The GITC developed the following 2 phase approach to recreational access planning, and facilitated the planning process.

Phase 1 Overview

- A technical exercise involving the assembly of all resource and activity-based inventory.
- Preparation of initial recreation zoning maps and management statements, detailing potential zoning by Landscape Units (LUs), intended to provide a starting point for stakeholder⁷ and general public discussion/negotiation.
- An internal government driven process with very limited stakeholder or public consultation
- Confirmation of stakeholder groups to be involved with Phase 2 of the process.

Phase 2 Overview

- An iterative process, where the GITC, stakeholders and the general public are involved in refining the recreational zoning maps.
- First stage: a stakeholder volunteer-driven negotiation-based process, intended to review and make consensus agreed-to changes to the Phase 1 recreational zoning maps.
- Second stage: public open houses, intended for the general public to comment on the stakeholder-derived negotiation-based maps.
- Third stage: stakeholders revise recreational zoning maps based upon open house public comments.
- Fourth stage: GITC makes recommendations for all areas where stakeholders did not achieve consensus in third stage.

Following is a more detailed description of each of the two phases, with tasks listed in chronological order:

Phase 1 Detail

Step #1 – Establish Technical Committee

- Establish a core Golden Interagency Technical Committee (GITC) composed of the Ministry of Forests, BC Environment, BC Lands and Assets Corporation (now Land and Water BC) and Ministry of Small Business, Tourism and Culture.

Completed April 1999

Step #2 – Establish Process Intent/Timelines/Procedures/Products Required

- Establish process/timelines for accomplishment of all tasks required to identify final recreational zoning recommendations.
- Determination of the mapping key which demonstrates the categories of recreational land use to be discerned.

⁷ For a complete list of stakeholders involved in GBRAP, see Appendix I. Stakeholder = has demonstrated commercial (includes tenured or has applied for a tenure) or public organizational interest in the area (excludes individual interest and non-tenured individual business interest).

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- Determination of planning principles, terms of reference and a rationale for the process.
- Identification of relevant policies and legislation pertinent to the process.

Completed June 1999

Step #3 – Stakeholder Involvement

- Establish a public consultation process and schedule. Provide appropriate information regarding the determination process.
- Determine interested stakeholder groups and identify key representatives for each group. See Appendix B for a list of stakeholder groups that participated in the process.

Completed May 1999

Step #4 – Resource Information

- GITC to identify and compile key resource value data and information (1:125,000 scale maps), including landscape units, rivers, wildlife, roads and recreational use. Determine information gaps.

Completed June 1999

Step #5 – Derivation of First Draft Maps to be Used to Facilitate Stakeholder Discussion

- GITC to produce an initial draft 1:125,000 scale map of public/commercial recreational use zoning, based upon GITC knowledge (this is a map showing draft recreational use patterns that may be desired, not a map which shows existing use patterns). Other government staff may contribute, as required (eg. conservation officers/forestry zone officers). The map will identify preliminary motorized/non-motorized areas as well as preliminary recreational use levels. This map will be used as a template from which to make desired changes as recommended by stakeholder groups in subsequent steps

Completed August 1999

Step #6 – Initial Stakeholder Involvement

- GITC to meet with stakeholder groups to explain the process and gather initial input and comment on the GITC's Step # 5 map. These meetings may occur with each stakeholder group separately, or with more than one stakeholder group at a time, depending upon the desire of the groups.

Completed December 1999

Step #7 – Identification of Stakeholder Consensus and Conflict Areas

- The GITC to review input gathered from Step #6 – to identify consensus and conflict areas.

Completed January 2000

Step #8 – Stakeholder Conflict Resolution Meetings

- Resolution of conflicts will be based predominately upon the concept of conflict resolution between stakeholder groups. The GITC will act as facilitators (co-ordinate meetings, provide technical expertise, provide solution options) for the conflict resolution meetings. The GITC will notify all stakeholders when a conflict resolution meeting is to be held so that they may participate (these will not be closed sessions). This process will look towards the attainment of consensus stakeholder agreement (realizing up-front that this may not be achievable for all areas), and will likely require iterative meetings between stakeholders.

Completed May 2001

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Step #9 – Derivation of Second Draft Maps to be Used for Public Open House Sessions

- Recreation zoning maps to be revised, based upon stakeholder consensus recommendations, highlighting geographical areas where stakeholder consensus does not exist.
Completed May, 2001

Step #10 – Preparation of a Brochure and Public Open Houses

- GITC to prepare a brochure and other information to present to the public at the open houses. The brochure to contain a questionnaire to facilitate public comment.
- GITC and stakeholders to host open houses for the public to review the Step #9 maps. Key stakeholder groups along with the GITC will present maps to the public.
Completed June 2001

Step #11 – Prepare Summary of Public Comment and Derive Third Draft Maps Based Upon Public Comment

- GITC to summarize public input gathered from Step #10, noting any further conflicts.
- Stakeholders to derive third draft map, based upon the public comment.
Completed September, 2001

Step #12 – GITC to Make Recommendations for Areas not Agreed-to By Stakeholders **Completed December 1, 2001**

Step #13 – Formation of Stakeholder Standing Committee

- GITC to assist coordination of a stakeholder (public) standing committee that would have the objective of assisting with operational implementation of the plan and assist with future upgrades to strategic decisions in the plan
Completed January, 2002

Step #14 – Preliminary Submission of Draft Plan to Ministry of Sustainable Resource Management (MSRM) Regional Director.

- This will be an information session, to brief the director on the plan.
February, 2002

Step #15 = Submission of the Draft Plan to key Government Ministries for Sign-off/Sign-off by MSRM and Stakeholders

- MSRM, other key government agencies and stakeholders will be asked to sign-off the plan
March, 2002

Step #16 – Plan Implementation

- Implementation via mapping products, brochures and future determined legislative requirements.
Spring 2002

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Appendix C

Brochure Produced for the Spring, 2001 Public Open Houses

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Appendix D

Summary of Public Comment from the Spring, 2001 Open Houses

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Appendix E

Brochure Produced for the 2007 Public Open House

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Appendix F

Summary of Public Comment from the 2007 Open House

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Appendix G

Meeting Minutes from GBRAP Stakeholder Negotiation Sessions (in chronological order)

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Appendix H

Plan Maps

- Summer Ground-based Recreation Direction
- Winter Ground-based Recreation Direction
- Aerial Recreation Direction

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Appendix I

Landscape Unit Summaries

LANDSCAPE UNIT G01 - UPPER WOOD RIVER area

CURRENT SETTING

Location - Located in the northeast tip of the Golden TSA, LU G01 encompasses the Upper Wood, Pacific and Jeffrey Creek drainages. It is adjacent to Jasper National Park to the northeast and Hamber Provincial Park to the east. The entire area lies outside of the Kinbasket Reservoir area (that is, the valleys are not flooded) and it is currently very remote and unroaded.

Recreation Facilities and General Use Patterns - The BC portion of the Athabasca Pass Heritage Trail winds through the Pacific and Jeffrey Creek drainages between the pass near Mt. Brown and the confluence of the Wood River and Jeffrey Creek. A backcountry campsite is situated at this confluence. The rarely maintained Wood River Trail winds eastward from this point to within 5 km of Hamber Provincial Park. The Alpine Club of Canada (ACC) operates the Lawrence Grassi backcountry hut in the southern end of this LU above the Cummins Lakes, and there are two other key aerial landing areas in the Clemenceau vicinity. Access to the area for recreation purposes is largely aerial or watercraft dependent, or by hiking in from Jasper National Park. Access is also possible by road from Mica Creek – however, this is dependent upon access via the private Wood River Inc. industrial ferry which operates from Red Rock harbour to the Wood Peninsula.

The area, to date, has received a low to moderate level of use from recreationalists, with no motorized use occurring except for occasional helicopter landings. Mica Heliguides (MHG) has recently received a tenure for heliskiing in the Pacific-Jeffrey Creek area of this LU.

Other Management Information - LU G01 was designated in 1997 as a Special Resource Management Area under the Kootenay-Boundary Land Use Plan (KBLUP). Under the KBLUP, the area is to be managed for remote recreation and conservation values, while allowing resource extraction to proceed.

LU G01 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for high biodiversity, and for caribou – while allowing resource extraction to proceed. Managing for high biodiversity levels and for caribou will result in a greater emphasis being placed upon non-timber values relative to most other areas of the Golden TSA. It will result in relatively more of the timber harvesting land base remaining in old or mature forest (i.e. relatively less timber harvesting over the next 100 years as compared to most other areas of the TSA), with the intent being to maintain biodiversity (including caribou populations).

LU G01 lies in the forest license chart area of Wood River Forest Inc., which has plans within the next 5 years to build road into the area for the purposes of timber harvesting. General guidance to Wood River Forest Inc. from the Ministry of Forests has been to minimize the duration of road use and to rehabilitate roads once initial harvesting has been completed – with the purpose of maintaining the area for remote non-motorized public and commercial recreation.

RECREATION MANAGEMENT DIRECTION

Ground and Aerial Recreation Access – To maintain the remote recreation, high biodiversity and caribou values, this area will be managed for non-motorized recreation opportunities (RA1 ground and aerial [recommended no landings] mapping designation), with two exceptions:

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3. The current low level of aerial landing use occurring in the Clemenceau area (Clemenceau Icefield, and Clemenceau ACC hut areas) which is used to provide for mountaineering access, is acceptable.
4. Mica Heliguides (MHG) has recently received a tenure for heliskiing in portions of this LU (the west slope of Jeffrey Creek). The area encompassing this tenure will be designated as High Sensitivity to aerial landings (RA2 aerial mapping designation), which accommodates this tenure.

Recreation Management Strategy – The area will be managed as Minimal Recreational Development and Use (RM1 mapping designation) to maintain remote recreation opportunities and values. Aside from the existing aerial tenure, there should be no further repetitive use (Eg. heliskiing or helihiking tenures) in this area. This would mean no further repetitive tenure or other motorized use, and no large or small scale formal structures (i.e. no overnight accommodation development or day-use structures) for the heliskiing or other tenure.

COMMENTS

- There was consensus from all GBRAP stakeholders that ground-based recreation for this area be managed for non-motorized recreation. Similarly, public comment for this area predominately promoted non-motorized recreation. Maintaining the remote nature of this area reduces impacts to wildlife while maintaining the experience of non-motorized recreationalists.
- The recently approved MHG heliskiing tenure was in the submission (pre-approval) stage during the GBRAP stakeholder discussions. At that time, the recommendation from almost all stakeholders was to have no landings preferred (RA1) and therefore no repetitive aerial use in this LU. Since then, the MHG tenure was approved, allowing repetitive aerial use within the LU with proviso that wildlife guidelines for flight paths and landings be adhered to. The MHGMHG tenure will operate under the terms of its management plan. Due to the sensitivity of this issue, the MHG tenure within this LU should be reviewed at the time of its management plan revision.

LANDSCAPE UNIT G02 – MOLSON / ENCAMPMENT areas

CURRENT SETTING

Location - Located in the Northwest tip of the Golden TSA, LU G02 encompasses the Encampment, Molson and Dainard Creek drainages. Molson Creek is the only unroaded drainage in the landscape unit. Ground-based access to the entire area, aside from Encampment Creek, is limited due to the need to cross the reservoir via boat or the private ferry operated by Wood River Forest Inc.

Recreation Facilities and General Use Patterns - LU G02 receives a low level of recreational use - primarily motorized summer use by hunters, as well as by a low level of snowmobile use in the Encampment Creek area. The area currently receives only light recreational helicopter use. Mica Heliguides (MHG) has recently received a tenure for heliskiing in this LU. Canadian Mountain Holidays (CMH) has an existing tenure in the Encampment Creek area for heliskiing.

Other Management Information - LU G02 lies in the forest license chart area of Wood River Forest Inc., which has plans for continuing with timber harvesting operations in the area. The Molson Creek drainage may not be operable for timber harvesting, and therefore may not be roaded for that purpose.

In addition to timber harvesting, LU G02 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for intermediate biodiversity, and for caribou. Managing for intermediate biodiversity levels and for caribou will result in greater emphasis being placed upon non-timber values relative to most of the rest of the Golden TSA, with the intent being to maintain biodiversity (including caribou populations).

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – The area will be managed to include summer motorized recreation (RA3 summer mapping designation) on all roaded areas, with winter motorized recreation occurring only on the main Encampment Creek mainline road. In addition, the road system above the heliskiing lodge will be considered for winter motorized use to facilitate cat skiing.

Aerial Recreation Access – One RA1 (no landing) area is located on the ridge between Molson Creek and the Wood Arm, due to potentially high mountain goat habitat values. Excluded from this RA1 polygon is the skiable terrain along the continuous ridge just north and east of the polygon. Other areas will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to caribou values. The current level of public recreational and licensed heliski tenure landings within the RA2 areas are not affected by these designations, but there should be no higher level of repetitive aerial landings (eg. no expansion of or new heliskiing or helihiking tenures) in this area.

Recreation Management Strategy – The aerial RA1 area will be managed as Minimal Recreation Development and Use (RM1 mapping designation). One RM4 circle is designated below Dainard Peak to accommodate a heliski lodge. Use numbers at the lodge will be managed to respect adjacent RM values. The remainder of the area will be managed as Low to Moderate Recreational Development and Use (RM2 mapping designation), while allowing tenured aerial heliskiing activities to proceed. Maintaining moderate levels of ground-based recreational activity in these areas allows for continued recreational use while providing a secure area for wildlife.

COMMENTS

- GBRAP stakeholders achieved consensus regarding their recommendations for ground recreational access in this LU, all of which have been incorporated into the above approved plan recreation management direction. GBRAP stakeholders agreed to have snowmobiling in the Encampment Creek area as a trade-off to having no snowmobiling in the Tsar Creek area (LU G04). It is noted that the majority of the public comments for this area emphasized non-motorized use.
- Concerns were raised by some GBRAP stakeholders regarding the effect of motorized recreational activities on caribou populations in the area (caribou have been designated as a red-listed species). Summer ground-based recreational activity is thought to have less adverse effect upon caribou than the winter ground-based activities. This is part of the rationale for the decision to maintain a higher level of summer ground motorized activities than winter motorized activities.
- Regarding aerial access, although there was GBRAP stakeholder consensus to designate the area as high value and sensitive to aerial landings (primarily due to caribou values) there was no consensus regarding whether a new heliskiing tenure should be approved for the area. Some stakeholders expressed concerns about having repetitive aerial landing use of the LU, while other stakeholders could accept a new heliskiing tenure in the area, providing that the tenure is for winter activities only and provides for adequate protection of wildlife values, with areas outside of the tenured area being managed for only occasional/infrequent aerial landing use. Since then a new heliskiing tenure has been approved for MHG, allowing additional repetitive aerial use within the LU with provision that wildlife guidelines for flight paths and landings be adhered to. As well, there is provision in the MHG heliskiing tenure to adjust their operations to address wildlife values.
- The aerial RA1 area was added in 2006 based upon more recent mountain goat habitat information.

LANDSCAPE UNIT G03 – LOWER WOOD RIVER area

CURRENT SETTING

Location - Located in the northern tip of the Golden TSA, LU G03 straddles the Wood Arm area of the Kinbasket Reservoir (that is, the lower valley of this LU is flooded). Most of the forested valley bottom area is roaded, with the exception of much of the south facing slope, which is unsuitable for timber harvesting operations. Ground-based access to the entire area is limited due to the need to cross the reservoir via boat or the private ferry operated by Wood River Forest Inc.

Recreation Facilities and General Use Patterns - LU G03 receives a low level of recreational use - primarily motorized summer use by hunters. The area currently receives only light recreational helicopter use. Mica Heliguides (MHG) has recently received a tenure for heliskiing in this LU.

Other Management Information - LU G03 lies in the forest license chart area of Wood River Forest Inc., which has plans for continuing with timber harvesting operations in the area. In addition to timber harvesting, LU G03 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity, and for caribou. Managing for low biodiversity levels and for caribou will result in timber harvesting operations and recreation being managed with the intent to maintain caribou populations.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – The area will be managed to have a summer motorized recreation corridor along the valley bottom main haul road (a RA3 summer mapping designation corridor), with the rest of the LU as non-motorized (RA1 winter and summer mapping designation). The motorized corridor will provide recreational access to LU G01. Note that this recommendation should not be construed that the Wood River Inc. privately owned and operated ferry be used to enable public access to and from the Wood Peninsula.

Aerial Recreation Access – One RA1 (no landing) area is located on the ridge between Molson Creek and the Wood Arm, due to potential high mountain goat habitat values. Other areas will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to caribou values. The current level of public recreational and licensed heliski tenure landings within the RA2 areas are not affected by these designations, but there should be no higher level of repetitive aerial landings (eg. no expansion of or new heliskiing or helihiking tenures) in this area.

Recreation Management Strategy – The aerial RA1 area will be managed as Minimal Recreation Development and Use (RM1 mapping designation). The remainder of the area will be managed as Low to Moderate Recreational Development and Use (RM2 mapping designation), while allowing tenured aerial heliskiing activities to proceed. Maintaining moderate levels of ground-based recreational activity in these areas allows for continued recreational use while providing a secure area for wildlife.

COMMENTS

- There was no GBRAP stakeholder consensus in this LU regarding ground motorized access. The main issue regarding motorized use centred on having a non-motorized management regime to reduce risks to caribou, versus maintenance of remote motorized opportunities. The summer motorized sector preferred the area to be summer motorized. The Golden Snowmobile Club indicated a preference for non-motorized, but only if heli-skiing was not permitted. All other vested stakeholders preferred that the area be managed as non-motorized, except for two non-vested stakeholders (Campbell Icefield Chalet and Purcell Heliskiing) that indicated a preference for motorized use in all seasons.

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- The plan direction to have this LU as non-motorized in the winter, with summer motorized use confined to a corridor, was made in consideration of having motorized access in LU G11. LU G3 is perceived as having higher caribou values than LU G11, and therefore was considered to be less suited to motorized use.
- B.C. Parks would also prefer no aerial landings on areas next to the Cummins Provincial Park boundary.
- Regarding aerial access, although there was GBRAP stakeholder consensus to designate the area as high value and sensitive to aerial landings (primarily due to caribou values), there was no consensus regarding whether a heliskiing tenure should be approved for the area. Some stakeholders expressed concerns about having repetitive aerial landing use of the LU, while other stakeholders could accept a heliskiing tenure in the area, providing that the tenure is for winter activities only and provides for adequate protection of wildlife values, with areas outside of the tenured area being managed for only occasional/infrequent aerial landing use. Since then a heliskiing tenure has been approved, allowing repetitive aerial use within the LU with provision that wildlife guidelines for flight paths and landings be adhered to. As well, there is provision in the MHG heliskiing tenure to adjust their operations to address wildlife values.
- Aside from the issue of repetitive aerial heliskiing use in the area, there was consensus between all commenting stakeholder groups that the remaining area be managed as Low to Moderate Recreational Development and Use (RM2 mapping designation).
- The aerial RA1 area was added in 2006 based upon more recent mountain goat habitat information.

LANDSCAPE UNIT G04 – TSAR CREEK area

CURRENT SETTING

Location - Located in the northern area of the Golden TSA, LU G04 encompasses the area between Tsar Creek and the Wood Peninsula. The confluence of the Cummins River and Kinbasket Reservoir occurs in this landscape unit. Ground-based access to the entire area is limited due to the need to cross the reservoir via boat or the private ferry operated by Wood River Forest Inc. As well, the lack of a bridge over the Cummins River prevents ground motorized linkage between the north and south portions of this LU.

Recreation Facilities and General Use Patterns - LU G04 receives limited winter and summer recreational use due to the difficult water access conditions. Mica Heliguides (MHG) has recently received a tenure for heliskiing in this LU.

Other Management Information - LU G04 lies in the forest license chart area of Louisiana Pacific Forest Inc., which has plans for continuing with timber harvesting operations in the area. In addition to timber harvesting, LU G04 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for intermediate biodiversity, and for caribou. Managing for intermediate biodiversity levels and for caribou will result in greater emphasis being placed upon non-timber values relative to most of the rest of the Golden TSA, with the intent being to maintain biodiversity (including caribou populations).

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – The area will be managed to include summer motorized recreation (RA3 summer mapping designation) on all roaded areas, with no winter motorized use (RA1 winter mapping designation).

Aerial Recreation Access – RA1 (no landings, summer only) areas have been designated on the ridge between Tsar Creek and the Cummins drainage, and on Kinbasket Mountain, due to potentially high mountain goat values. These RA1 polygons are managed in summer only as they are within a heliski tenure, and are skiable terrain. The management plan for the heliski tenure holder requires inventory of ungulate use – should that inventory indicate the occurrence of goats in those areas in winter, the GBRAC recommends having these areas zoned as RA1 for all-seasons rather than just summer only. Aside from the summer RA1 locations, the area will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to caribou values. The current level of public recreational and licensed heliski tenure landings within the RA2 areas are not affected by these designations, but there should be no higher level of repetitive aerial landings (eg. no expansion of or new heliskiing or helihiking tenures) in this area. Therefore, aside from this tenure, there should be no further repetitive aerial landings (eg. heliskiing or helihiking tenures) in this area.

Recreation Management Strategy – The aerial RA1 area will be managed as Minimal Recreation Development and Use (RM1 mapping designation). The remainder of the area will be managed as Low to Moderate Recreational Development and Use (RM2 mapping designation), while allowing tenured aerial heliskiing activities to proceed. Maintaining moderate levels of ground-based recreational activity in these areas allows for continued recreational use while providing a secure area for wildlife.

COMMENTS

- GBRAP stakeholders achieved consensus regarding their recommendations for ground recreational access in this LU, all of which have been incorporated into the above approved plan recreation management direction. GBRAP stakeholders agreed to have no snowmobiling in this LU as a trade-off to having snowmobiling in the Encampment Creek area of LU G02. It is noted that the majority of public comments for this area emphasized non-motorized use.

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- Concerns were raised by some GBRAP stakeholders regarding the effect of motorized recreational activities on caribou populations in the area (caribou have been designated as a red-listed species). The main issue regarding motorized use centred on having a non-motorized management regime to reduce risks to caribou, versus maintenance of remote motorized opportunities. Summer ground-based recreational activity is thought to have less adverse effect upon caribou than winter ground-based activities.
- The Snowmobile Club originally indicated a preference to have this area as part of a corridor extending from Golden to Valemount – however, the operational feasibility of this is at best marginal due to the lack of connected road access in the northern portion of the TSA and due to the avalanche prone terrain. In particular, there is no road access from Sullivan River to the Kinbasket River, no road access over the Cummins River and no road access from the north side of the Wood Arm to the McBride TSA.
- B.C. Parks would also prefer no aerial landings on areas next to the Cummins Provincial Park boundary.
- Regarding aerial access, although there was GBRAP stakeholder consensus to designate the area as high value and sensitive to aerial landings (primarily due to caribou values), there was no consensus regarding whether a heliskiing tenure should be approved for the area. Some stakeholders expressed concerns about having repetitive aerial landing use of the LU, while other stakeholders could accept a heliskiing tenure in the area, providing that the tenure is for winter activities only and provides for adequate protection of wildlife values, with areas outside of the tenured area being managed for only occasional/infrequent aerial landing use. Since then a heliskiing tenure has been approved, allowing repetitive aerial use within the LU with provision that wildlife guidelines for flight paths and landings be adhered to. As well, there is provision in the MHG heliskiing tenure to adjust their operations to address wildlife values.
- Aside from the issue of repetitive aerial heliskiing use in the area, there was consensus between all commenting stakeholder groups that the remaining area be managed as Low to Moderate Recreational Development and Use (RM2 mapping designation).
- The aerial RA1 area was added in 2006 based upon more recent mountain goat habitat information.

LANDSCAPE UNIT G06 – KINBASKET RIVER area

CURRENT SETTING

Location - Located in the northern area of the Golden TSA, LU G06 encompasses the entire Kinbasket River watershed, which empties into the Kinbasket Reservoir (note that the reservoir is not part of this landscape unit). Ground-based access to the entire area is limited due to no road linkage from the north or the south (ground access is via boat). The area is considered as very remote. The main timber management haul road currently only extends part way up the Kinbasket River drainage.

Recreation Facilities and General Use Patterns - LU G06 receives limited winter and summer recreational use due to the difficult water access conditions, with the primary use being by hunters who access the area via boat. Mica Heliguides (MHG) has recently received a tenure for heliskiing in a portion of this LU. The Forest Service has a Recreation Site established in the remote Shackleton Lakes area. There has been continued mountaineering activity in the Tsar Peak area. Alpenglow Aviation has used the area occasionally to drop off mountaineers.

Other Management Information - LU G06 lies in the forest license chart area of Louisiana Pacific Forest Inc., which has plans for continuing with timber harvesting operations in the area. In addition to timber harvesting, LU G04 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for high biodiversity. Managing for high biodiversity levels will result in greater emphasis being placed upon non-timber values relative to most of the rest of the Golden TSA.

Also, under the KBLUP, the policy direction is to implement road closures in the Kinbasket drainage and prohibit motorized use other than approved industrial activity. This is considered to be one of the key drainages for wildlife values in the TSA.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – The area will be managed for non-motorized recreational activities (RA1 mapping designation).

Aerial Recreation Access – One RA1 (no landings, summer only) area has been designated on the ridge separating the two north forks of the Kinbasket River due to potentially high mountain goat habitat values. These RA1 polygons are managed in summer only as they are within a heliski tenure, and are skiable terrain. The management plan for the heliski tenure holder requires inventory of ungulate use – should that inventory indicate the occurrence of goats in those areas in winter, the GBRAC recommends having these areas zoned as RA1 for all-seasons rather than just summer only.

Other portions of the area will be managed as either High Sensitivity to aerial landings (RA2 aerial mapping designation - primarily due to wildlife and remote recreation values), or as having no current constraints (RA3 aerial mapping designation). The current level of public recreational and licensed heliski tenure landings within the RA2 areas are not affected by these designations, but there should be no higher level of repetitive aerial landings (eg. no expansion of or new heliskiing or helihiking tenures) in the RA1 or RA2 areas.

Recreation Management Strategy - Aside from the tenured aerial heliskiing activities, the area will be managed as Minimal Recreational Development and Use (RM1 mapping designation). Maintaining these current low levels of use in these areas allows for continued recreational activity while providing a secure area for wildlife. This would mean no overnight accommodation (lodge) development for the heliskiing or other tenure.

COMMENTS

- The above directions for ground recreational access follow the near - consensus recommendations from stakeholder groups involved in the GBRAP negotiations. There was consensus between all but one commenting GBRAP stakeholder group that the area be managed for non-motorized recreational activities in order to manage for the relatively high wildlife values of this LU. The Snowmobile club indicated they would agree to the area as non-motorized if heliskiing was not allowed. It is noted that all the comments for this area that were received as part of the public open house emphasized non-motorized use.
- Regarding aerial access, although there was GBRAP stakeholder consensus to designate the area as high value and sensitive to aerial landings (primarily due to wildlife and remote recreation values) there was no consensus regarding whether a heliskiing tenure should be approved for the area. Some stakeholders expressed concerns about having repetitive aerial landing use of the LU, while other stakeholders could accept a heliskiing tenure in the area, providing that the tenure is for winter activities only and provides for adequate protection of wildlife values, with areas outside of the tenured area being managed for only occasional/infrequent aerial landing use. Since then a heliskiing tenure has been approved, allowing repetitive aerial use within the LU with provision that wildlife guidelines for flight paths and landings be adhered to. As well, there is provision in the MHG heliskiing tenure to adjust their operations to address wildlife values.
- Aside from the above undecided issue of repetitive aerial heliskiing use in the portions of the area proposed by MHG heliskiing, stakeholders were undecided whether to choose a RM1 or RM2 designation for this area. The plan decision to designate them as RM1 ensures that use and development addresses the relatively high wildlife values of this LU.
- The aerial RA1 area was added in 2006 based upon more recent mountain goat habitat information.

LANDSCAPE UNIT G07 – SULLIVAN RIVER area

CURRENT SETTING

Location - Located in the northern area of the Golden TSA, LU G07 encompasses the entire Sullivan River watershed. Most of the forested valley bottom area is roaded. Ground-based access to the entire area is via the main logging road extending along the east side of the Kinbasket Reservoir.

Recreation Facilities and General Use Patterns - LU G07 receives a low to moderate level of summer recreational use due to the long driving distance from Golden (150 kilometres on a logging road). Winter use is even more limited due to the difficult and lengthy access to this area via snowmobiles. Some upper elevation areas have high mountaineering/ski touring value, and this use has increased due to road access. As the ability to access this area by road decreases (logging roads may be deactivated), aerial access will be increasingly required to these mountaineering areas. The Sullivan Bay Recreation Site at km 151 provides camping and boat launch facilities, but receives low use. A key aerial landing location for commercial ski-plane access exists on Tsar Peak. . Mica Heliguides (MHG) has recently received a tenure for heliskiing in a portion of this LU.

Other Management Information - LU G07 lies in the forest license chart area of Louisiana Pacific, which does not have immediate plans for continuing with timber harvesting operations in the area. In addition to timber harvesting, LU G07 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity and as an Enhanced Resource Development Area. Managing for low biodiversity levels and as Enhanced Resource Development will result in greater emphasis being placed upon timber management operations relative to many other areas of the TSA.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – The area will be managed to include all motorized uses (RA3 ground mapping designation) below 6000 feet (1800 metres) elevation. The existing road network occurs below 6000 feet. In addition, the designated southern portion (the area above treeline east to the south fork of the Sullivan River and adjacent to the Chatter Creek drainage) will be managed for RA3 winter ground motorized to allow for snowmobile access between these two areas. Other areas above 6000 feet will be managed as non-motorized (RA1 ground mapping designation).

Aerial Recreation Access – Most of this LU will be managed as having no current constraints (RA3 aerial mapping designation), including the circled areas in the Apex Glacier and Tsar Mountain vicinities which allow for ski-plane access. The north-east area will be designated as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to wildlife and remote recreation (eg. mountaineering) values. In these RA2 areas, the current low level of recreational landings can continue. The ridge separating the Sullivan River drainage from the Bush and Prattle Creek drainages will be designated as no aerial landings (RA1 aerial mapping designation), due to potentially high mountain goat habitat values. The current level of public recreational and licensed heliski tenure landings are not affected by these designations, but there should be no further repetitive aerial landings (eg. no expansion of or new heliskiing or helihiking tenures) in the RA1 or RA2 areas. The circled areas in the Apex Glacier and Tsar Mountain vicinities will be managed as RA3 aerial mapping designations to allow for ski-plane access.

The exception to the above is the heliski tenure which has recently been issued to Mica Heliguides (MHG) in the northern portion of this LU. Aside from this tenure, there should be no further repetitive aerial landings (Eg. heliskiing or helihiking tenures) in the RA1 or RA2 areas of this LU.

Recreation Management Strategy – The RA1 aerial mapping designation areas will be designated as RM1 (Minimal Recreation Development and Use). The remainder of the area will be managed as Low to Moderate Recreational Development and Use (RM2 mapping designation), while allowing tenured aerial

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heliskiing activities to proceed. Maintaining moderate levels of ground-based recreational activity in these areas allows for continued recreational use while providing a secure area for wildlife.

COMMENTS

- GBRAP stakeholders achieved consensus regarding their recommendations for recreational access in this LU, all of which have been incorporated into the above approved plan recreation management direction. This provides opportunities for remote motorized and non-motorized recreation in an area, which is not being managed for high wildlife/biodiversity values.
- The Snowmobile club looks towards this as a possible growth area, with access to it via either the main haul road in LU G08 along the east side of the Kinbasket Reservoir, or via upper Chatter Creek. Both of these options are somewhat tenuous, with access along the main haul road being suspect just south of the Sullivan River and access from upper Chatter Creek likely only available to experienced snowmobilers. Since GBRAP stakeholders agreed to designate the main haul road in LU G08 as winter non-motorized, the plan decision supports the only other possible remaining route from Chatter Creek.
- Use of the 6000 foot elevation as a limit to motorized recreation in the northern and eastern portions of this LU is suggested by GBRAP stakeholders as a way to prevent conflicts between snowmobiling and mountaineering/ backcountry ski-touring in the northern portions of this area.
- There was consensus between all commenting stakeholder groups that most of the area not in the proposed heli-ski area be managed as Low to Moderate Recreational Development and Use (RM2 mapping designation). Stakeholders were undecided whether to designate the key mountain goat (RA1 aerial designated areas) as RM1 or RM2. The plan decision to designate them as RM1 ensures that use and development in this relatively inaccessible portion of the LU addresses wildlife issues.
- The aerial RA1 area was added in 2006 based upon more recent mountain goat habitat information.

LANDSCAPE UNIT G08 – FOSTER-GARRETT area

CURRENT SETTING

Location - Located on the east side and adjacent to the Kinbasket Reservoir, LU G08 includes all drainages extending from Garrett Creek to Game Creek, and includes Bear Island. Lower elevations (adjacent to the reservoir) contain important ungulate winter habitat. The main timber management haul road is located within this ungulate habitat, with roads branching off upslope into the side drainages.

Recreation Facilities and General Use Patterns - There is currently low to moderate summer recreational use and low winter recreational use in this area due to the difficult and lengthy access, and generally unremarkable features for recreation based activities.

Other Management Information - LU G08 lies in the forest license chart area of Louisiana Pacific, which has ongoing plans for timber harvesting operations in the area. In addition to timber harvesting, LU G08 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity and as an Enhanced Resource Development Area in the upper elevations. Managing for low biodiversity levels and as Enhanced Resource Development will result in greater emphasis being placed upon timber management operations relative to many other areas of the TSA.

There is some private land adjacent to the reservoir in this LU.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – The area will be managed to include motorized recreation (RA3 summer mapping designation) on all roaded areas, except that no winter motorized use (RA1 winter mapping designation) will occur in the designated ungulate habitat at lower elevations.

Aerial Recreation Access – The area will be designated as no current constraints (RA3 aerial mapping designation), except that high value ungulate areas at upper elevations in the north (Kitchen Range) will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), with the current low level of use acceptable. Government and GBRAC will consider amendment to this designation only occur after better data is received, as completed by a Registered Professional Biologist, concerning winter use by mountain goats in the RA2 polygon. Ministry of Environment to indicate acceptance of criteria concerning this data collection prior to data being collected.

Recreation Management Strategy – Most of the area will be managed for High Development and Use (RM3 mapping designation). The ungulate habitat and the area designated as RA2 on the aerial map will be managed as Minimal Recreational Development and Use (RM1 mapping designation). This would mean no overnight accommodation (lodge) development, and only minimal recreational development (for example, no day use shelters allowed).

COMMENTS

- The above direction for recreational access adopts the near-consensus recommendations from stakeholder groups involved in the GBRAP negotiations. There was GBRAP stakeholder consensus on all issues except that one stakeholder (Chatter Creek Lodge) indicated that closure of the main haul road in the winter would limit their expansion plans.
- GBRAP stakeholders discussed issues relating to disturbance to wintering ungulate populations due to snowmobiling. Although there was disagreement regarding the possible effects of snowmobiling on ungulates, stakeholders agreed to no snowmobiling in this area as a trade-off to having snowmobiling in the moose ungulate habitats within the Bush River (LU G10) and Valenciennes River (LU G18) areas.

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- One alternative discussed was to allow the main valley bottom haul road in LU G8 (Garrett) to be a motorized corridor in the winter with no snowmobiling allowed off of this corridor. However, GBRAP stakeholders agreed to non-motorized in this area to ensure winter motorized use does not impact key ungulate areas – and as a result of negotiation to secure the Bush and Valenciennes areas as open to snowmobiling. The Snowmobile Club wishes to discuss this agreement again in the future.
- There was consensus between all but one GBRAP stakeholder group that the ungulate habitat be managed as Minimal Recreational Development and Use (RM1 mapping designation). There was consensus that much of the area above the ungulate habitat be managed for High Development and Use (RM 3 mapping designation). However, stakeholders were undecided regarding which RM value to assign to the aerial RA2 mapped area. The plan decision to designate this RA2 area as RM1 ensures that use and development addresses wildlife issues.

LANDSCAPE UNIT G09 – CHATTER / PRATTLE area

CURRENT SETTING

Location - Located in the middle of the TSA, east of the Kinbasket Reservoir and north of the Bush Arm, LU G09 includes the Chatter and Prattle Creek drainages. Lower elevations (adjacent to the reservoir) contain important ungulate winter habitat. The main timber management haul road is located within this ungulate habitat, with roads branching off upslope into the Chatter and Prattle Creek drainages.

Recreation Facilities and General Use Patterns - There is a moderate (and growing) level of winter motorized use in this area, predominately as a result of recent activities centring around the Chatter Creek Lodge development, which is now catering mainly to cat-skiing activities. The management plan regarding this tenured lodge also confirms that public and commercial snowmobiling are acceptable uses in this area. Summer recreational use is considered as low, with no trends to indicate otherwise.

Other Management Information - LU G09 lies in the forest license chart area of Louisiana Pacific, which has ongoing plans for timber harvesting operations in the area. In addition to timber harvesting, LU G09 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity and as an Enhanced Resource Development Area in the upper elevations. Managing for low biodiversity levels and as Enhanced Resource Development will result in greater emphasis being placed upon timber management operations relative to many other areas of the TSA.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – Ungulate habitat west of the Chatter Creek Road turnoff will be managed to include summer motorized use (RA3 summer mapping designation), with winter motorized use being confined to the main haul road west of the 77 kilometer mark. The ridge separating the Prattle Creek drainage from the Bush and Sullivan River drainages will be designated as very high value (RA1 mapping designation in winter only) due to potentially high mountain goat habitat values. The remainder of the area will be managed to include motorized use, all seasons (RA3 mapping designation) - this is the majority of the LU and includes the main Chatter and Prattle Creek drainages outside of ungulate habitat.

Aerial Recreation Access – Most of this LU will be managed as no current restrictions (RA3 aerial mapping designation). The high mountain goat value mountain ridge separating Chatter Creek from Prattle Creek will be designated as High Sensitivity to aerial landings (RA2 aerial mapping designation), with the current low level of use acceptable. The ridge separating the Prattle Creek drainage from the Bush and Sullivan River drainages will be designated as very high value, with no aerial landings preferred (RA1 mapping designation) due to potentially high mountain goat habitat values.

Recreation Management Strategy – The area above the ungulate habitat will be managed for High Development and Use (RM3 mapping designation), enabling more development (including overnight accommodation) in that area. The RA1 aerial mapping designation areas and the ungulate habitat will be designated as RM1 (Minimal Recreation Development and Use) – only minimal recreational development (for example, no day use shelters allowed).

COMMENTS

- The above directions for recreational access adopts the near-consensus recommendations from stakeholder groups involved in the GBRAP negotiations. There was consensus on all issues except that one GBRAP stakeholder (Chatter Creek Lodge) indicated that closure of the main haul road west of the Chatter Creek Road turnoff in the winter would limit their expansion plans.

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- The management direction provides opportunities for remote motorized and non-motorized recreation and development in areas that are not being managed for high wildlife/biodiversity values.
- GBRAP stakeholders agreed that RM1 areas at higher elevations may be designated later and applied to areas that have critical wildlife values, as determined by stakeholders.
- Stakeholders discussed issues relating to disturbance to wintering ungulate populations due to snowmobiling. Although there was disagreement regarding the possible effects of snowmobiling on ungulates, stakeholders agreed to no snowmobiling past the Chatter Creek turnoff as a trade-off to having snowmobiling in the moose ungulate habitats within the Bush River (LU G10) and Valenciennes River (LU G19) areas. Some stakeholders indicated that the corridor in the ungulate habitats of the Bush and Valenciennes Rivers was necessary to ensure winter motorized use does not impact key ungulate populations. The Snowmobile Club wishes to discuss this agreement again in the future.
- The aerial RA1 area was added in 2006 based upon more recent mountain goat habitat information.
- An extension of the motorized corridor through ungulate habitat was added in 2006 based upon a request from a lodge operator.

LANDSCAPE UNIT G10 - BUSH RIVER area

CURRENT SETTING

Location - Located on the mid-eastern portion of the TSA, LU G10 includes the unflooded portion of the Bush River and its tributaries (including Lyell Creek, Rice Brook and Bryce Creek). The lower elevations (adjacent to the reservoir) contain important ungulate winter habitat. The area has timber management haul roads located throughout the forested areas.

Recreation Facilities and General Use Patterns - There is a low (but growing) level of winter motorized use in this area, predominately due to expanding snowmobile activity. Summer recreational use is considered as low, with hunting occurring in the spring and fall, dispersed camping during the summer, and a moderate use level in alpine areas for mountaineering, year-round. There are no established trail systems or facilities in the area. Some of the roads are in a state of deactivation, with no summer access possible in some areas. There is a gate at the start of the Rice Brook drainage, prohibiting vehicular access to maintain the remoteness of the Castleguard Meadows area of Banff National Park. Alpenglow Aviation currently uses two landing locations in this LU for their ski plane.

Other Management Information -LU G10 lies in the forest license chart area of Louisiana Pacific, which has ongoing plans for timber harvesting operations in the area. In addition to timber harvesting, LU G10 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity and as an Enhanced Resource Development Zone in the upper elevations. Managing for low biodiversity levels and as Enhanced Resource Development will result in greater emphasis being placed upon timber management operations relative to many other areas of the TSA.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access - The area will be managed to include motorized recreation in all currently roaded areas (RA3 mapping designation), with higher elevations (basically above the roaded network at 6000 feet [1800 metre] elevation) managed for non-motorized (RA1 mapping designation), except for the following:

1. The Rice Brook drainage will be managed for non-motorized recreation (RA1 mapping designation) in order to maintain remote recreation values.
2. The ungulate winter habitat (which extends from the southern end of the LU to kilometre 102 along the main haul road) will have an all season motorized corridor (RA3 mapping designation) through it to provide motorized access to the upper Bush River drainage. Other areas of the ungulate winter habitat will be managed for summer motorized only.

Aerial Recreation Access - The majority of this area will be designated as no current restrictions (RA3 aerial mapping designation). Higher elevation areas on the eastern (headwaters) portions will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to remote recreation (Eg. mountaineering) values. Within this RA2 area, there are three circled RA3 areas to allow for ski-plane access. Three separate areas will be designated as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation) - at the headwaters of the Bush River and on the ridge separating the Bush and Prattle drainages (due to potentially high mountain goat habitat values), and at the Thompson Pass area (due to wildlife corridor values adjacent to Banff National Park).

There is concern regarding flight paths to established landing areas - Informal agreements may be needed in the future to address this issue, to mitigate possible wildlife conflicts.

Recreation Management Strategy – Lowland roaded areas (below 6000 feet [1800 metres]) and the RA1 aerial map area will be managed for Minimal Recreation Development (RM1 mapping designation). The exception will be a RM4 circle around the Bush Camp area, to allow for all-season accommodation. Recognizing that the surrounding RM1 areas are to be managed for minimal recreational development, the tenured activities regarding this RM4 zonation must comply with the following: 1) no commercial guided activities are to occur as part of the lodge operations or by independent guides working from the

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lodge; 2) no snowplowing or other activities that negatively affects the snowbase for winter recreation activities. Upland areas (generally above 6000 feet [1800 metres]) will be managed for Low to Moderate Recreational Development (RM2 mapping designation).

COMMENTS

- GBRAP stakeholders achieved consensus regarding their recommendations for recreational access in this LU, all of which have been incorporated into the above approved plan recreation management direction. This provides opportunities for remote motorized and non-motorized recreation in an area that is not being managed for high wildlife/biodiversity values.
- Stakeholders discussed issues relating to disturbance to wintering ungulate populations due to snowmobiling. Although there was disagreement regarding the possible effects of snowmobiling on ungulates, stakeholders agreed that the motorized corridor through the ungulate habitat would minimize snowmobile impact on ungulates.
- Stakeholders agreed to snowmobiling in this area and the Valenciennes River LU as a trade-off to having no snowmobiling in the key ungulate habitat within the Garrett Creek (LU G8) area. The RM1 designation is to ensure that the area is maintained primarily for public recreational use.
- Parks Canada and the Rod and Gun Club indicated concern over flight paths to established landing areas, and other GBRAP stakeholders recognized that informal agreements may be needed in the future to address this issue, to mitigate possible wildlife conflicts.
- The aerial RA1 area was added in 2006 based upon more recent mountain goat habitat information.
- An RM4 lodge area was added in 2006 to enable commercial development and better public access to winter recreational opportunities .

LANDSCAPE UNIT G11 – GOOSEGRASS area

CURRENT SETTING

Location - Located in the north-west portion of the TSA, LU G11 includes the area north of Windy Creek, including the Goosegrass Ecological Reserve. Most of the LU is roaded, except for high elevation areas. Ground-based access to the entire area is limited to boat access on the Kinbasket reservoir.

Recreation Facilities and General Use Patterns - LU G11 receives a low level of recreational use due to the lack of road access and remote location. Canadian Mountain Holidays operates both heliskiing and helihiking activities in this area.

Other Management Information - LU G11 lies in the forest license chart area of the Forest Service Small Business Enterprise Program, which has ongoing plans for timber harvesting operations. In addition to timber harvesting, LU G11 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for intermediate level biodiversity and for caribou. Managing for intermediate biodiversity levels and for caribou will result in greater emphasis being placed upon non-timber values relative to most of the rest of the Golden TSA, with the intent being to maintain biodiversity (including caribou populations).

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access - The area will be managed to include motorized recreation in all seasons (RA3 ground mapping designation). This will provide remote motorized opportunities, which are accessible to users with the ability to transport motorized vehicles via boat or barge.

Aerial Recreation Access – The area will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to caribou values. The current low level of recreational landings are acceptable, but no higher level of repetitive use should occur. These recommendations do not preclude any existing aerial-based tenure from conducting operations within their management plan parameters – but review of management plans must consider these decisions.

Recreation Management Strategy – The area will be managed in the summer for Low to Moderate Recreational Use and Development (RM2 mapping designation), and in the winter for Minimal Recreational Development and Use (RM1 mapping designation).

COMMENTS

- The above directions for summer recreational access adopts the near-consensus recommendations from stakeholder groups involved in the GBRAP negotiations. There was consensus between all but one GBRAP stakeholder that the area be managed for summer ground motorized recreation (RA3 mapping designation). EKES dissented because they preferred this area to be managed as non-motorized due to caribou and the relative inaccessibility of the area.
- There was near-consensus between all GBRAP stakeholders that the area be managed for non-motorized ground access in the winter. The Snowmobile Club indicated that a winter non-motorized status was contingent upon there being a winter motorized corridor along the main haul road of LU G29 (Swan Landscape Unit). The plan direction to designate this LU as motorized was made in consideration of having a non-motorized emphasis in LU G3. LU G11 is perceived as having lower caribou values than LU G3, and therefore was considered to be more suited to motorized use.
- There was agreement between all GBRAP stakeholders that the area be mapped as high value and sensitive to aerial landings, primarily due to caribou values (RA2 aerial mapping designation). Stakeholders agreed that the current low level of recreational landings are acceptable, but recommend no higher level of repetitive use. These recommendations do not preclude the existing aerial-based tenure from conducting operations within their management plan parameters.

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LANDSCAPE UNIT G12 – WINDY CREEK area

CURRENT SETTING

Location - Located in the mid-west portion of the TSA, LU G12 includes the Windy and Austerity Creek drainages. Most of the LU is unroaded, except for the area where Windy Creek enters into the Kinbasket Reservoir.

Recreation Facilities and General Use Patterns - Ground-based recreational use of this area is minimal, due to its unroaded status and distance from the community. However, the Canadian Mountain Holidays (CMH) tenure over much of this area results in summer and winter heliskiing and helihiking activity throughout portions of the alpine. Kinbasket Adventures has a licensed fish camp near the confluence of Windy Creek and the Kinbasket Reservoir.

Other Management Information – The majority of LU G12 was designated in 1997 as a Special Resource Management Zone under the Kootenay-Boundary Land Use Plan (KBLUP). Under the KBLUP, the area is to be managed for remote recreation and conservation values, while allowing resource extraction to proceed. LU G12 lies in the forest license chart area of Louisiana Pacific, which has no immediate plans for timber harvesting operations, as most of this area is currently determined to be inoperable for timber harvest operations. LU G12 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for high biodiversity and for caribou. Managing for high biodiversity levels and for caribou will result in a greater emphasis being placed upon non-timber values relative to most of the rest of the Golden TSA. Should timber harvesting occur, there will be relatively more of the timber harvesting land base remaining in old or mature forest (i.e. relatively less timber harvesting over the next 100 years as compared to most other areas in the Golden TSA), with the intent being to maintain biodiversity (including caribou populations).

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access - To maintain the remote recreation and wildlife values of this area, the area will be managed for non-motorized recreation (RA1 mapping designation), with the exception that an all-season motorized area occurring at the confluence of Windy Creek and the Kinbasket Reservoir (RA3 mapping designation), providing for motorized maintenance requirements of a potential fishing camp on the south side of Windy Creek.

Aerial Recreation Access – The area will be managed as High Sensitivity to aerial landings, primarily due to caribou values (RA2 aerial mapping designation). The current low level of recreational landings are acceptable, but no higher level of repetitive use should occur. These recommendations do not preclude any existing aerial-based tenure from conducting operations within their management plan parameters – but review of management plans must consider these decisions.

Recreation Management Strategy – The area will be managed in the winter for Minimal Recreation Development and Use (RM1 mapping designation). This indicates no overnight accommodation (lodge) development, and only minimal recreational development (for example, no day use shelters allowed). The one exception is the circled area on the map denoting the fish camp at the confluence of Windy Creek and the Kinbasket Reservoir, which will have a RM 3 mapping designation, allowing for rustic fishing camp lodge activity on the south side of Windy Creek.

COMMENTS

- GBRAP stakeholders achieved consensus regarding their recommendations for recreational access in this LU, all of which have been incorporated into the above plan recreation management direction. This provides opportunities for remote non-motorized recreation in an area that is being managed for high wildlife/biodiversity values.

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LANDSCAPE UNIT G13 – BACHELOR CREEK area

CURRENT SETTING

Location - Located in the mid-west portion of the TSA, LU G13 includes the entire Bachelor Creek drainage and all its tributaries (including Palmer Creek and Gold River). Most of the LU is roaded, except for the Palmer Creek area.

Recreation Facilities and General Use Patterns - The headwaters of Bachelor Creek (eg. Argentine Glacier area) is an important area for non-motorized recreation. These areas are likely inaccessible for snowmobiling. The entire LU currently has a low level of snowmobiling use as it involves long distance riding, necessitates good equipment, and requires access through the avalanche-prone area below Sentry Mountain. Agreement developed during the BCRC process allows snowmobile access to the Esplanade alpine areas via Spinster Creek after April 15th annually. The area has a moderate level of summer motorized use. A Special Resource Management Zone is designated over the high mountain portions of the LU surrounding Mt. Sir Sandford, to recognize world class mountaineering activities. The Fairy Meadow and Great Cairn Huts, managed by the Alpine Club of Canada, accommodate this user group. A portion of this LU is tenured to Canadian Mountain Holidays, which operates both heliski and helihiking activities.

Other Management Information - Higher elevations in the northern portion of LU G13 were designated in 1997 as a Special Resource Management Zone under the Kootenay-Boundary Land Use Plan (KBLUP). Under the KBLUP, this designated area is to be managed for remote recreation and conservation values, while allowing resource extraction to proceed. LU G13 lies in the forest license chart area of Louisiana Pacific, which has ongoing plans for harvesting operations. In addition to timber harvesting, LU G14 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for high biodiversity. Managing for high biodiversity levels will result in greater emphasis being placed upon non-timber values relative to most of the rest of the Golden TSA. Bachelor Pass area has historically been a connectivity corridor for caribou.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – This area will be managed to include motorized recreation (RA3 mapping designation), except for:

- 1) The non-roaded Special Resource Management Zone (SRMZ), which will be managed for non-motorized recreation (RA1 mapping designation) in order to maintain remote recreation and conservation values. This complies with KBLUP policy.
- 2) Motorized use of the access area to the Esplanade Range will be non-motorized in the winter until after April 15th (RA2 mapping designation).

Aerial Recreation Access – The SRMZ area and the Argentine Glacier areas will be designated High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to recreation (Eg. mountaineering) values. A low to moderate level of recreational landings are acceptable, but no higher level of repetitive use. Also, a low elevation area (below 7000 feet) near Cherub Mountain will be designated High Sensitivity to aerial landings due to summer grizzly bear values (RA2 aerial mapping designation in spring/summer only). Other areas would be designated as no current restrictions (RA3 aerial mapping designation). These recommendations do not preclude any existing aerial-based tenure from conducting operations within their management plan parameters – but review of management plans must consider these decisions.

Recreation Management Strategy – Aside from the SRMZ area, the area will be managed for Low to Moderate Recreational Development (RM2 mapping designation). The SRMZ area would be managed for Minimal Recreation Development (RM1 mapping designation), which is consistent with management of this SRMZ in adjacent LUs (LUs G12 and G29 also contain portions of the SRMZ). The exception will be the existing Alpine Club of Canada huts, which will be managed as an RM4 mapping designation in the

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immediate vicinity of the lodges. These RM1/RM4 mapping designations provide for existing lodge activity, but also indicate no further lodge development in the SRMZ.

COMMENTS

- GBRAP stakeholders achieved consensus regarding their recommendations for recreational access in this LU, all of which have been incorporated into the above approved plan recreation management direction.

LANDSCAPE UNIT G14 – VENTEGO CREEK area

CURRENT SETTING

Location - Located in the mid-west portion of the TSA, LU G14 includes the Ventego, Cupola and Alder Creek drainages. Most of the LU is roaded, except for high elevation areas. This LU borders Glacier National Park.

Recreation Facilities and General Use Patterns – The rugged terrain in this LU has governed existing use. Portions of the upland areas are under tenure by Great Canadian Heli-skiing, and the aerial serviced Sorcerer Lodge in the back end of Ventego Creek caters to advanced backcountry skiers. Snowmobiling is permitted in the alpine after April 15th annually as per a local agreement made by the BCRC.

Other Management Information - LU G14 lies in the forest license chart area of Louisiana Pacific, which has ongoing plans for both winter and summer timber harvesting operations. In addition to timber harvesting, LU G14 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity and for key visual values. In non-visual areas, managing predominately for low biodiversity levels will result in greater emphasis being placed upon timber management operations relative to many other areas of the TSA. Some roads in the LU have already been deactivated due to public safety reasons.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – The roaded area will be managed to include motorized recreation (RA3 mapping designation), with the remainder of the area above the existing roads (mainly sub-alpine and alpine areas) being non-motorized in the winter until after April 15th as per the BCRC agreement (RA2 mapping designation).

Aerial Recreation Access – The majority of this area will be managed as no current restrictions (RA3 aerial mapping designation), aside from a low elevation area designated High Sensitivity to aerial landings due to summer grizzly bear values (RA2 aerial mapping designation in spring/summer only).

Recreation Management Strategy – The area will be managed for Low to Moderate Recreational Use and Development (RM2 mapping designation), aside from the immediate area of the existing lodge – which will be designated as RM4 (existing lodge, but no new lodges acceptable). Overnight accommodation in the RM2 areas is not desired as it would impact existing snowmobile activities, and there is already lodge development in adjacent LUs that could be negatively impacted by further lodge development.

COMMENTS

- GBRAP stakeholders achieved consensus regarding their recommendations for recreational access in this LU, all of which have been incorporated into the above approved plan recreation management direction.

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LANDSCAPE UNIT G15 – ESPLANADE area

CURRENT SETTING

Location - Located in the mid-west portion of the TSA, LU G15 extends from Wisted Creek in the south to Sentry Mountain in the north. Most of the forested portion of this LU is roaded.

Recreation Facilities and General Use Patterns - Three huts operated by Golden Alpine Holidays and another single hut (Sentry Lodge) currently book multi day packages for hiking and skiing in the alpine portions of the Esplanade Range. Snowmobiling is permitted in the alpine after April 15th annually as per a local agreement made by the BCRC. The shoreline of Kinbasket Reservoir in G15 is used as a travel corridor for snowmobiles. Important access/egress points to the lake are at Laura's cove (Schlichting Creek area) and near the Paddle Wheel on the unnamed drainage between Big Lake Resort and Wisted Creek (at the 55 km).

Other Management Information - The subalpine and alpine areas of LU G15 were designated in 1997 as a Special Resource Management Zone under the Kootenay-Boundary Land Use Plan (KBLUP). Under the KBLUP, the area is to be managed for remote recreation and conservation values, while allowing resource extraction to proceed.

LU G15 lies in the forest license chart area of the Forest Service Small Business Forest Enterprise Program, which has ongoing plans for both winter and summer timber harvesting operations. In addition to timber harvesting, LU G15 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity and as an Enhanced Resource Development Zone. Managing predominately for low biodiversity levels will result in greater emphasis being placed upon timber management operations relative to many other areas of the TSA.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – All roaded areas will be managed to include motorized recreation (RA3 mapping designation), with the remainder of the area above the existing roads (mainly sub-alpine and alpine areas) managed for non-motorized recreation (RA1 mapping designation), with the following provisions:

- 1) Some of the roaded side drainages will be identified for closure if information indicates these areas are important for caribou.
- 2) No winter motorized use (RA1 winter mapping designation, RA3 summer mapping designation) to occur in the ungulate winter habitat below the main access road. This is necessary to ensure winter motorized use does not impact key ungulate areas, while allowing continued use for snowmobilers.
- 3) The designated heliski run areas will be managed as summer motorized (RA 3 summer mapping designation, RA1 winter mapping designation). This conforms to the BCRC agreement between the heliski sector and the snowmobile sector to minimize conflicts.
- 4) Motorized use of the access area to the Esplanade Range will be non-motorized in the winter until after April 15th (RA2 mapping designation), as per the BCRC agreement.

Aerial Recreation Access – This area will be managed as no current restrictions (RA3 aerial mapping designation).

Recreation Management Strategy – The area will be managed for Low to Moderate Recreational Development (RM2 mapping designation), aside from the immediate area of the existing lodges – which will be managed as RM 4 (Existing High Development and Use, but no new lodges acceptable). This indicates no further overnight accommodation (lodge) development, and moderate use, but could provide for some day-use structures. Overnight accommodation in the RM2 areas is not desired as it would impact existing snowmobile activities, and there is already lodge development in adjacent LUs, that would be negatively impacted by further lodge development.

COMMENTS

- GBRAP stakeholders achieved consensus regarding their recommendations for recreational access in this LU, all of which have been incorporated into the above approved plan recreation management direction.

LANDSCAPE UNIT G16 – SUE FIRE / BLACKWATER RIDGE areas

CURRENT SETTING

Location - Located in the middle of the TSA, LU G16 includes the area extending from Donald to Bush Harbour. It is predominately made up of the Sue Fire and Blackwater Ridge areas.

Recreation Facilities and General Use Patterns - Due to its proximity to Golden, lake features and a network of older roads, the south-west portion of this LU is a popular area for both winter and summer motorized use. Several BCFS Recreation Sites provide popular camping and fishing opportunities. This is also a key area for berry picking and hunting. Snowmobiling is popular, especially along the “K road” and Susan Lake area. The only established “trail” system is at Giant Cedars grove; all other activities use the road network as trails. Many roads are in a state of deactivation or impassable to motorized recreationalists.

Other Management Information - LU G16 lies in the forest license chart area of the Forest Service Small Business Forest Enterprise Program. There are no immediate large scale plans for timber harvesting operations in the area, due to the predominately young forests in the area. The area may undergo commercial thinning operations in the upcoming decade. In addition to timber harvesting, LU G16 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for intermediate biodiversity. Managing for intermediate biodiversity levels will result in greater emphasis being placed upon non-timber values relative to many other areas of the Golden TSA. The lower elevations (especially adjacent to the reservoir) contain important ungulate winter habitat. Much of the LU is considered as important habitat for Grizzly bears. There is an extensive road network in the area - however most of those roads are overgrown and impassable for summer and winter motorized access. Some of these roads will be cleared once timber harvesting operations re-commence as forest plantations mature.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access

On the west side of the Bush Forest Service Road (FSR) - the southern portion will be managed to include motorized use (RA3 mapping designation), with the northern portion and the area adjacent to the reservoir being managed for non-motorized use (RA1 mapping designation). Exceptions to this are the Esplanade Bay road and two roads providing access for fishing off the K road, which will be motorized. As well, the entire main Bush FSR is motorized. Note that motorized access to the Jeb and Susan Lake areas is included in the above direction.

On the east side of the Bush FSR – the southern portion (the “Bluewater loop” commencing at kilometre 37.5 on the Bush Forest Service Road) and the Chaperone area in the north will be managed for motorized use (RA3 mapping designation). The remainder of the northern portion will be managed for non-motorized use (RA 1 mapping designation) – with the exception that a RA2 summer motorized corridor to Blackwater Mountain will be designated for use after September 1st of each year.

Aerial Recreation Access – This area will be managed for no current restrictions (RA3 aerial mapping designation).

Recreation Management Strategy – This area will be managed for Low to Moderate Recreational Development (RM2 mapping designation), except for the “Bluewater Loop” and the south-west area immediately adjacent to the reservoir which will be managed for Minimal Recreation Development (RM1 mapping designation).

COMMENTS

- GBRAP stakeholders did not reach consensus regarding some specific areas within this LU. The key area of non-consensus was regarding winter and summer use of the “Red Road” commencing at kilometre 60.5 on the Bush Forest Service Road. The motorized sectors promoted a motorized corridor along the Red road – however, there was concern that such a motorized corridor may not be appropriate in this key ungulate habitat.
- GBRAP stakeholders agreed to have motorized access in the Bluewater Loop area, despite concerns with disturbance to high bear populations in the area.

LANDSCAPE UNIT G17 – HOPE CREEK area

CURRENT SETTING

Location - Located on the middle portion of the TSA, LU G17 includes the Hope and Goodfellow Creek drainages. The lower elevations (adjacent to the reservoir) contain important ungulate winter habitat. The area has timber management haul roads located throughout the forested areas.

Recreation Facilities and General Use Patterns - There is a low (but growing) level of winter motorized use in this area, predominately due to expanding snowmobile activity. Summer recreational use is considered as low, with hunting occurring in the spring and fall. There are no established trail systems or facilities in the area.

Other Management Information - LU G17 lies in the forest license chart area of the Forest Service Small Business Forest Enterprise Program, which has ongoing plans for timber harvesting operations in the area. In addition to timber harvesting, LU G17 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity and as an Enhanced Resource Development Zone in the upper elevations. Managing for low biodiversity levels and as Enhanced Resource Development will result in greater emphasis being placed upon timber management operations relative to many other areas of the TSA.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – The area will be managed to include motorized recreation in all currently roaded areas (RA3 mapping designation) except that in winter the ungulate habitat area will have motorized use confined to two all-season motorized corridors (one corridor will extend from the reservoir to the 4000 foot [1200 metre] contour, and another corridor will provide winter motorized access within the ungulate habitat to the Valenciennes and Bush Landscape Units). In addition, an RA1 winter non-motorized area on the ridge separating Goodfellow Creek from Woody Creek is designated due to potentially high mountain goat habitat values.

Aerial Recreation Access – This area will be managed as no current restrictions (RA3 mapping designation), except that an RA1 area on the ridge separating Goodfellow Creek from Woody Creek is designated due to potentially high mountain goat habitat values.

Recreation Management Strategy – Most of the area outside of the ungulate winter habitat will be managed for High Development and Use (RM3 mapping designation), enabling more development (including overnight accommodation). The ungulate winter habitat and the RA1 area on the ridge separating Goodfellow from Woody Creek will be managed as Minimal Recreational Development and Use (RM1 mapping designation) - allowing no overnight accommodation (lodge) development, and only minimal recreational development (for example, no day use shelters allowed).

COMMENTS

- GBRAP stakeholders achieved consensus regarding their recommendations for recreational access in this LU, all of which have been incorporated into the above approved plan recreation management direction. This direction provides for continued increasing winter and summer motorized use.
- Stakeholders discussed issues relating to disturbance to wintering ungulate populations due to snowmobiling. Although there was disagreement regarding the possible effects of snowmobiling on ungulates, stakeholders agreed that any snowmobile impact to ungulates would be minimized by the use of motorized corridors through the ungulate winter habitat.
- It is noted that stakeholders agreed to consider designating further RM1 areas to locations that have critical wildlife values.
- The aerial RA1 area was added in 2006 based upon more recent mountain goat habitat information.

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LANDSCAPE UNIT G18 – VALENCIENNES RIVER area

CURRENT SETTING

Location - Located in the mid-east portion of the TSA, LU G18 includes the Hope and Goodfellow Creek drainages. The lower elevations (adjacent to the reservoir) contain important ungulate winter habitat. The valley bottom contains some broad flat fluvial areas. The area's main timber management haul road extends along the valley bottom. The Woody Creek side valley is considered a key grizzly bear habitat. Bush Pass is considered an important connectivity corridor between Banff National Park and the Golden TSA (one of the few low elevation passes between these jurisdictions).

Recreation Facilities and General Use Patterns - There is a low (but growing) level of winter motorized use in this area, predominately due to expanding snowmobile activity. Summer recreational use is considered low, with some sight seeing during the summer, and hunting occurring in the fall. The Valenciennes River Recreation Site and trail are the only facilities in the area. Due to the steep nature of areas outside of the valley bottom, higher elevations in this drainage are difficult to access. A commercial skiplane company currently uses a landing spot on the Campbell Icefield.

Other Management Information - LU G18 lies in the forest license chart area of Louisiana Pacific, which has ongoing plans for timber harvesting operations in the area. In addition to timber harvesting, LU G18 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity and as an Enhanced Resource Development Area in the upper elevations. Managing for low biodiversity levels and as Enhanced Resource Development will result in greater emphasis being placed upon timber management operations relative to many other areas of the TSA.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – The area will be managed to include motorized recreation in all currently roaded areas (RA3 mapping designation), except that:

- 1) Ungulate habitat area will have winter motorized use confined to an all-season motorized corridor,
- 2) Most of the Woody Creek drainage will be managed for winter motorized only (RA3 in winter, RA1 in summer mapping designations). An exception will be a RA1 winter non-motorized area on the ridge separating Goodfellow Creek from Woody Creek will be designated due to potentially high mountain goat habitat values.
- 3) Upper elevations along the eastern slope of the LU between Campbell and Lyell Icefields will be managed as non-motorized (RA1 mapping designation), primarily to manage for remote recreation (eg. mountaineering) values.

Aerial Recreation Access - The LU will be managed as no current restrictions (RA3 aerial mapping designation), except for the following:

- Higher elevation areas on the eastern (headwaters) portions of this LU will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to remote recreation (eg. mountaineering) values. A low – moderate level of recreational landings are acceptable in these areas (but no repetitive use).
- A circled area in the Campbell Icefield will be managed as RA3 aerial mapping designation to allow for continued ski-plane access.
- The headwater area of Woody Creek will be designated as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation) in the summer, due to very high grizzly bear and wildlife connectivity values.
- The Bush Pass area will be designated as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation), due to wildlife corridor values adjacent to Banff National Park

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Recreation Management Strategy – The ungulate winter habitat, roaded areas and Woody Creek will be managed as Minimal Recreational Development and Use (RM1 mapping designation). This would mean no overnight accommodation (lodge) development, and only minimal recreational development (for example, no day use shelters allowed). All other areas will be managed for moderate to high Recreational Development (RM 3 mapping designation).

COMMENTS

- GBRAP stakeholders achieved consensus regarding their recommendations for recreational access in this LU, all of which have been incorporated into the above approved plan recreation management direction. This direction provides for continued increasing winter and summer motorized use.
- Stakeholders discussed issues relating to disturbance to wintering ungulate populations due to snowmobiling. Although there was disagreement regarding the possible effects of snowmobiling on ungulates, stakeholders agreed that any snowmobile impact on ungulates would be minimized by the use of motorized corridors through the ungulate winter habitat.
- It is noted that stakeholders agreed to consider designating further RM1 areas to locations that have critical wildlife values.
- Stakeholders agreed to snowmobiling in this area and the Bush River LU as a trade-off to having no snowmobiling in the ungulate winter habitat within the Garrett Creek (LU G8) area.
- The aerial RA1 area was added in 2006 based upon more recent mountain goat habitat information.

LANDSCAPE UNIT G19 – BLUEWATER / WAITABIT CREEK area

CURRENT SETTING

Location - Located in the mid-east portion of the TSA, LU G19 includes the Bluewater and Waitabit Creek drainages. The valleys are steep and V-shaped. The Waitabit drainage and north fork of the Bluewater drainage are unroaded. The Bluewater drainage's main timber management haul road extends along its valley bottom, with secondary roads leading to some upper areas.

Recreation Facilities and General Use Patterns -There is a minimal level of recreation use in this area, predominately due to the lack of roaded area and steepness of the terrain, making exposure to avalanches high in winter, and formidable to access in the summer. The only viable and accessible area for snowmobiling is the headwaters of the north fork of the Bluewater, as accessed from the upper Hope Creek (LU G17) area. Summer recreational use is low due to an existing motorized closure of the Bluewater Creek drainage which has been in place due to safety reasons as well as for Harlequin duck and Grizzly bear conservation. There is one tenured winter backcountry lodge (Campbell Icefield Chalet) located in the headwaters of the Bluewater drainage, which is accessed by helicopter and non-motorized methods. No other developed recreation facilities exist. Lower Bluewater Creek is a world class river for kayaking, but the current access restriction keeps its full potential from being realized.

Other Management Information - LU G19 lies in the forest license chart area of the Forest Service Small Business Enterprise Program, which has short-term plans for timber harvesting operations in the main Bluewater Creek area. The north fork of the Bluewater and the Waitabit Creek areas are currently deemed to be inoperable for timber harvesting and there are no plans for creating roaded access into these areas. In addition to timber harvesting, LU G19 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity and as an Enhanced Resource Development Zone. Managing for low biodiversity levels and as Enhanced Resource Development will result in greater emphasis being placed upon timber management operations relative to many other areas of the TSA. Due to safety reasons, the main haul road into the Bluewater will likely be fully deactivated in the near future. This LU is noted as a key area for Grizzly bear populations and other wildlife species.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – The area will be managed for non-motorized recreation in all areas (RA1 mapping designation), except that the area above the north fork of the Bluewater drainage, accessible only from the Hope Creek area (LU G17), will be winter motorized (RA3 winter mapping designation).

Aerial Recreation Access – The upper (eastern portion) of the Waitabit drainage, the headwaters of the Bluewater drainage and the ridge separating the Bluewater and Waitabit drainages will be managed as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation), except that:

- The helicopter landing area for Campbell Icefield Chalet operations will be designated as RA3 for winter use only (no current restrictions) to allow for winter aerial landings. Aerial landings in other seasons for lodge maintenance only.
- Higher elevation areas on the eastern (headwaters) portions of this LU will be managed High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to remote recreation (Eg. mountaineering) values. A low – moderate level of recreational landings are acceptable in these areas (but no repetitive use).

The remainder of this LU will be managed as no current restrictions (RA3 aerial mapping designation).

Recreation Management Strategy – Aside from the Campbell Icefield Chalet area, this LU will be managed as Minimal Recreational Development and Use (RM1 mapping designation). This would mean no further overnight accommodation (lodge) development, and only minimal recreational development (for example, no day use shelters allowed).

COMMENTS

- The above direction for recreational management adopts all consensus recommendations from stakeholder groups involved in the GBRAP negotiations. The only two areas where stakeholders did not achieve consensus, both involving aerial access, were:
 - There was no consensus for the Campbell Icefield Chalet area for summer helicopter access - with EKES and Parks Canada not agreeing to summer aerial access. Other commenting stakeholders could live with summer aerial landings at the Campbell Icefields Chalet area providing there will be minimal impact on Grizzly bears. Since stakeholder meetings, government has determined that tenured summer aerial access to the lodge is inappropriate
 - There was no consensus regarding winter aerial use in the headwaters of Waitabit Creek.
- The rationale in the plan for maintenance of this area for mainly non-motorized and minimal development was the current wilderness values and high usage of this area by Grizzly bears.
- The western portion of the RA1 area (on the ridge separating Bluewater Creek from Waitabit Creek) was added in 2006 based upon the 2002 mountain goat survey.

LANDSCAPE UNIT G20 – MOBERLY area

CURRENT SETTING

Location - Located in the mid-south portion of the TSA, LU G20 extends from Hospital Creek in the south to Bluewater Creek in the north. It includes the North Bench area and is bounded to the west by the Columbia wetlands. Important ungulate winter habitat occurs in this area.

Recreation Facilities and General Use Patterns - The majority of land within this LU is in private holdings or within woodlots, which may have differing designations regarding recreation use patterns. In areas outside these designations, uses vary. The heavily roaded Marl and Copper Creek drainages are destinations for local summer and winter motorized recreationalists, while the upper unroaded areas of Marl Creek are valued and used by backcountry skiers. Most of the private/Crown interface areas see a variety of recreation uses. Commercial and local public snowmobiling are active in Hospital Creek, as is local ATVing, although the scope of these activities are under scrutiny. The Table Mountain trail gives alpine access to hikers, and the area also sees heli hiking use.

Other Management Information - LU G20 lies in the forest license chart area of Louisiana Pacific, which has ongoing plans for both winter and summer timber harvesting operations. As well, numerous Woodlot Licenses occur in the area, made up of both private and crown lands. In addition to timber harvesting, LU G19 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for intermediate biodiversity. Managing for intermediate biodiversity levels will result in greater emphasis being placed upon non-timber values relative to many other area of the Golden TSA.

There are numerous water licensees in this area, associated with water sources for private (domestic) purposes – including the Hospital Creek, Johnson Road and Beattie Creek areas.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access -

Northern portion (Bluewater to Blaeberry)

- Ungulate winter habitat will be managed to include summer motorized use (RA3 summer mapping designation), with no winter motorized use (RA1 winter mapping designation) except for a winter motorized (RA3) corridor through the Moose Lake area. The intent of this corridor is to maintain snowmobiling activity while minimizing disturbance to ungulates. The exact location of this corridor has yet to be identified.
- The Copper Creek and upper Marl Creek areas will be managed to include motorized use in all seasons with the potential for High Development and Use levels (RA3/RM4 mapping designations).
- The west-facing slope of Willowbank Mountain will be managed for non motorized use and minimal use levels (RA1/RM1 mapping designation). This area is currently unroaded, and lower elevations are important winter habitat for elk. The objective is to maintain existing quality of experience for non-motorized public and commercial use in this area. Motorized corridors will be considered if resource roads are established.
- The Johnson Road extending Northwest of Seward Road to the Colepitts area will be managed for non-motorized recreation (RA1 mapping designation). Johnson Road is used by many local residents and commercial lodges for non-motorized activities (hiking, mountain biking, skiing, dogsledding and horseback riding).
- The Johnson Road extending south-east of Seward Road to the Blaeberry will be managed to include motorized recreation with Minimal Recreation Development and Use (RA3/RM1 mapping designations). A portion of this road (near where it intersects the main Blaeberry River Road) is private land, and therefore there is no motorized roaded thoroughway from Seward Road to the main Blaeberry road. Accordingly, motorized use will not be encouraged in this area, and signage from this process will be located at Seward Road indicating that no motorized access is available through the private property.

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- The mountain ridge which is the western terminus of Robinson Peaks will be designated as RA1 in winter due to potentially high mountain goat habitat values.

Southern portion (Blaeberry to Hospital Creek)

- Ungulate winter habitat will be managed to include summer motorized use (RA3 summer mapping designation), with no winter motorized use (RA1 winter mapping designation). Much of this area is occupied by woodlots, which may require winter logging as part of their operations. The areas are not extensively used by snowmobiles presently. Woodlot licensees should consider this designation when preparing their management plans.
- The Lower Blaeberry floodplain area extending from below the IOOB Campground to the Columbia River will be managed for non-motorized use (RA1 mapping designation). This is to address concern regarding fish and ungulate habitat disturbance and water quality. Summer motorized disturbance to floodplain areas is already prohibited by legislation.
- The Beattie Creek/Skyberg Creek area will be managed for non-motorized recreation and Minimal Recreation Development and Use (RM1 mapping designation). There are 15 licensed water users on Beattie Creek. Residents are concerned about water quality and noise affecting lodge guests.
- The Moberly Peak to Table Mountain and unroaded south Hospital Creek area will be managed for non-motorized recreation, due to water quality concerns.
- The Dart Creek area will be managed for non-motorized recreation (RA1 /RM2 mapping designation). This is a woodlot area, where the existing management plan indicates closure to motorized public access, to promote non-motorized recreation and protect wildlife values. There has been discussion about providing for public access during prolonged periods of no logging.
- The Redburn Creek area will be managed for non-motorized recreation (RA1 /RM2 mapping designation) to manage for key mountain goat populations.
-

Hospital Creek – Summer Use

- This area will be managed for non-motorized use opportunities (public and commercial), except that public motorized use can occur after Sept 1 (RA2 summer mapping designation). Public motorized use may be suspended if it negatively impacts domestic water licences.
- Minimal Recreation Development (RM 1 mapping designation).
- Proponents for commercial non-motorized use must conduct an analysis of appropriate levels of use from a social viewpoint in preparation of application. MoTSA must consider results of this analysis prior to approval of an application. Any future commercial tenure holder must address the need to protect water quality and ensure the proper provisions are in place (eg. appropriate outhouse facilities, stream crossings). Depending upon the nature of their activities, tenure holders may be required to regularly monitor water quality (to government standards) and take appropriate action (which would include curtailing/suspending operations if water quality is degraded), with any results of water testing to be made available to the public. A contingency plan for drinking water may be required.

Hospital creek - Winter Use

- The tenure holder for winter motorized use in this drainage had 2,900 user days last year. This level of commercial use in the day has likely resulted in public use being more predominant at night.
 - Only one commercial motorized winter operation will be tenured within this area, enabling both daytime and night time commercial use. Current use levels are acceptable (the average of the 1998, 1999 and 2000 seasons will be used to determine current use levels and this number will be used as a yearly maximum for tenured activities). Any increase in use must only be considered after analysis is conducted to determine if the area can handle more use (conduct limits of acceptable change analysis). These use levels may be changed as a minor amendment to this plan.
 - MoTSA should ensure the tenure holder regularly monitors water quality (to government standards) and take appropriate action (which would include curtailing/suspending operations if water quality is degraded), with any results of water testing to be made available to the public. A contingency plan for drinking water is to be provided by the tenure holder.

Aerial Recreation Access –

Most of this LU will be managed for no current restrictions (RA3 aerial mapping designation), with the following exceptions:

- Some alpine areas extending from Hospital Creek to Glenogle Creek (including Table Mountain) will be designated as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation). The Table Mountain area is an increasingly popular ground-accessed hiking location.
- The mountain ridge which is the western terminus of Robinson Peaks will be designated as RA1/RM1 in winter due to potentially high mountain goat habitat values.
- Two areas will be designated as High Sensitivity with low use levels (RA2 aerial mapping designation) to allow for current helihiking use patterns (the Redburn-Hedburg Ridge and the Glenogle Ridge). Helicopter landings in these areas will be confined to the spring/summer up to September 1st and will occur on weekdays only (excluding statutory holidays) from August 1st to September 1st, and on any day of the week prior to August 1st. Use levels in the Redburn-Hedburg Ridge area of LUs G20 and G21 will not in total exceed 2 to 3 round trips (involving landings) per week⁶. Use levels in the Glenogle Ridge area of LUs G20, G21 and G26 will not in total exceed 1 to 2 round trips (involving landings) per week.

COMMENTS

- The above direction for ground recreational management adopts all consensus recommendations from stakeholder groups involved in the GBRAP negotiations, with the exception that stakeholders recommended that Hospital Creek have no summer commercial use. The decision to allow summer non-motorized commercial opportunities is made pending review of how such use will impact water quality and public use in this relatively small drainage.
- GBRAP stakeholders had consensus that alpine ridges in the Redburn/Hospital area not key to helihiking be designated as very high sensitivity (RA1 aerial mapping designation) with no aerial landings preferred. However, stakeholders did not achieve consensus regarding aerial landing access to alpine ridges at the headwaters of Hospital and Dart and Redburn Creeks where helihiking currently occurs. These unresolved areas are considered to be key areas for local helihiking because they are a short aerial travel time from the Golden airport, making them economical to use. These areas are also considered to be key mountain goat habitat, and conflicts between mountain goats and helicopter use is of concern to some stakeholders. The plan direction was established to set use levels that address these concerns – but due to the sensitivity of this issue, these use levels should be monitored and adjusted over time as better information becomes available.
- The aerial RA1 area was added in 2006 based upon more recent mountain goat habitat information.

⁶ For aerial use, whenever the term “round trip” is used, this includes provisions for both dropping off and picking up clients.

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LANDSCAPE UNIT G21 – BLAEBERRY RIVER area

CURRENT SETTING

Location - Located in the mid-east portion of the TSA, LU G21 includes all tributaries flowing into the Blaeberry River drainage. Most of the LU is roaded, except for high elevation areas and the area north of Wildcat Creek leading to Howse Pass. The Blaeberry drainage's main timber management haul road extends along its valley bottom, with secondary roads leading to many upper areas. Howse Pass is of historical importance and is considered an important wildlife connectivity corridor between Banff National Park and the Golden TSA (one of the few low elevation passes between these jurisdictions).

Recreation Facilities and General Use Patterns - The Blaeberry has a long history of local recreation use. Several BCFS Recreation Sites within the valley bottom provide for camping and staging areas for hikes along the river (Thompson Falls) or to glacial areas (Mummery Glacier). The valley is a popular "family" snowmobile destination, and alpine riding opportunities are few. Amiskwi and Mistaya Lodges comprise the extent of backcountry alpine accommodations, catering to backcountry skiers and hikers. Both Purcell Heli-Skiing and Goat Mountain Lodge operate heli-hiking activity within the Redburn/Hospital Creek headwaters of this LU. The Howse Pass Trail leads through Banff National Park to Saskatchewan Crossing and is often used by horse-back riders .

Other Management Information - LU G21 lies in the forest license chart area of Louisiana Pacific, which has ongoing plans for both winter and summer timber harvesting operations. In addition to timber harvesting, LU G21 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity and an Enhanced Resource Development Zone in the south and Intermediate biodiversity in the north. Managing predominately for low biodiversity levels and as Enhanced Resource Development will result in greater emphasis being placed upon timber management operations relative to many other areas of the TSA. Some roads in the LU have already been deactivated due to public safety reasons. Other areas, such as Collie Creek, are scheduled to be deactivated in the near future.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access - The area will be managed to include motorized recreation (RA3 mapping designation), except the following areas will be managed for non-motorized recreation (RA1 mapping designation):

- The Redburn/Hedburg area, which is considered key mountain goat habitat. The Redburn road has already been closed due to goshawk nesting and mountain goat licks.
- The unroaded area north and east of Mistaya Creek, including the Mummery Icefield area. This is the unroaded area leading to Howse Pass. Note that motorized access to the Mummery hiking trail is part of this plan direction.
- Areas proximate to both Mistaya and Amiskwi Lodges. This conforms to the BCRC agreement between the lodges and the snowmobile sector to minimize conflicts.
- An area between Amiskwi Peak and Hagen Peak.
- The Lower Blaeberry floodplain area extending from below the IOOB Campground to the Columbia River. This is to address concern regarding fish and ungulate habitat disturbance and water quality. Summer motorized disturbance to active floodplain areas is already prohibited by legislation.

In winter, the Blaeberry-Thompson Road corridor will be managed for motorized use in all seasons (RA3 mapping designation).

Aerial Recreation Access –

Most of this LU will be managed for no current restrictions (RA3 aerial mapping designation), with the following exceptions:

- Some alpine areas in the Redburn and Split Creek headwaters will be designated as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation).
- Two areas will be designated as High Sensitivity with low use levels (RA2 aerial mapping designation) to allow for current helihiking use patterns (the Redburn-Hedburg Ridge and the Glenogle Ridge). Helicopter landings in these areas will be confined to the spring/summer up to

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September 1st and will occur on weekdays only (excluding statutory holidays) from August 1st to September 1st, and on any day of the week prior to August 1st. Use levels in the Redburn-Hedburg Ridge area of LUs G20 and G21 will not in total exceed 2 to 3 round trips (involving landings) per week. Use levels in the Glenogle Ridge area of LUs G20, G21 and G26 will not in total exceed 1 to 2 round trips (involving landings) per week.

- The Mummery/Mt Cairnes area (aside from a designated RA3 landing area), Howse Pass and an area between Amiskwi Peak and Hagen Peak will be managed as Very High Sensitivity, with no landings preferred (RA1 mapping designation) due to recreation and wildlife values.

Recreation Management Strategy –

- Most of this LU, including most of the roaded valley bottom area, will be managed for Moderate to High Recreational Development and Use (RM3 mapping designation), enabling more development (including overnight accommodation).
- The Mummery Icefield area to Howse Pass and the area between Amiskwi Peak and Hagen Peak will be managed as Minimal Recreational Development (RM1 mapping designation). This would mean no overnight accommodation (lodge) development, and minimal recreational development (for example, no day use shelters).
- The areas around the existing lodges in Wildcat Creek (Mistaya Lodge) and Ensign Creek (Amiskwi Lodge) will be managed to provide for ongoing lodge activities, with no further lodges in those areas (RM4 mapping designation).
- The Collie Creek area will be managed as Low to Moderate Recreational Development (RM2 mapping designation). For this area, RM 2 designation is intended to ensure that no overnight accommodation (lodge) development occurs while allowing for moderate use - this is to leave one drainage in this area without commercial infrastructure (Wildcat and Ensign drainages have lodges already).

COMMENTS

- The above direction for recreational management adopts all consensus recommendations from stakeholder groups involved in the GBRAP negotiations. These consensus recommendations reflect most current use activities, although some changes to current activities are required, such as motorized use on the Blaeberry River fluvial area below the IOOB campground.
- The Redburn/Hedburg area is heavily used by mountain goats, with mineral licks at lower elevations, and is a key area which wildlife managers want to manage as non-motorized.
- The main Blaeberry Valley is one of the three most important areas of the TSA for snowmobiling, with commercial and non-commercial use levels continuing to increase.
- There was only one area of non-consensus between stakeholders regarding ground-based recreation, that being the Blaeberry –Thompson Road that extends east from the south side of the Blaeberry River at the IOOB Campground area. The Snowmobile Club wants this area to be maintained as winter motorized (RA3 mapping designation) while the Blaeberry Tourism operators and GORA want this area to be used for non-motorized public and tourism use (RA1 mapping designation) in the winter. The snowmobile club indicated that when the main Blaeberry road is plowed it is not useable for snowmobiling, and they require this alternate area (i.e. the Blaeberry-Thompson Road) especially at that time. Discussion about having two sets of tracks - one for snowmobiling and one for skiing – is a possibility for this Blaeberry-Thompson Road area.
- GBRAP stakeholders had consensus that alpine ridges in the headwaters of Redburn/Split Creeks not key to helihiking be designated as very high sensitivity (RA1 aerial mapping designation) with no aerial landings preferred. However, stakeholders did not achieve consensus regarding aerial landing access to alpine ridges at the headwaters of Hospital and Dart and Redburn Creeks where helihiking currently occurs. These unresolved areas are considered to be key areas for local helihiking because they are a short aerial travel time from the Golden airport, making them economical to use. These areas are also considered to be key mountain goat habitat, and conflicts between mountain goats and helicopter use is of concern to some stakeholders. The plan direction was established to set use levels that address these concerns – but due to the sensitivity of this issue, these use levels should be monitored and adjusted over time based as better information becomes available.
- Two portions of RA1 (north of Cairnes Creek and between Hagen and Amiskwi Peaks) were added in 2006 based upon more recent mountain goat habitat information.

LANDSCAPE UNIT G22 – QUARTZ CREEK area

CURRENT SETTING

Location - Located in the mid-west portion of the TSA, LU G22 includes the entire Quartz Creek watershed. Most of the LU is roaded, except for high elevation areas. The Quartz Creek drainage main timber management haul road extends along its valley bottom, with secondary roads leading to many upper areas. This LU borders Glacier National Park.

Recreation Facilities and General Use Patterns - This is a key historic and current snowmobile area; the most popular in the Golden TSA, and it also has moderate summer motorized use. Great Canadian Heli-skiing operates in the area and the GBRAP contains agreements in place with the snowmobile sector to ensure quality opportunities for clients. A BCFS Recreation Site exists at Quartz Lake, which is an increasingly popular destination for backcountry hikers and campers.

Other Management Information - LU G22 lies in the forest license chart area of Louisiana Pacific, which has ongoing plans for both winter and summer timber harvesting operations. In addition to timber harvesting, LU G22 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity and an Enhanced Resource Development Area in the higher elevations and Intermediate biodiversity in the lower elevations. Managing predominately for low biodiversity levels and as Enhanced Resource Development will result in greater emphasis being placed upon timber management operations relative to many other areas of the TSA. Some roads in the LU have already been deactivated due to public safety reasons.

Lower Quartz Creek (mostly below the Trans-Canada Highway) is important ungulate winter habitat.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – The area will be managed to include motorized recreation, except for the following:

- In winter, ungulate winter range (located primarily north of the Trans-Canada Highway) will be managed for non-motorized (RA1 mapping designation). This is to ensure winter motorized use does not impact key ungulate areas. An exception will be that the main access road down to the Trapper's cabin will be a winter motorized corridor (RA3 winter mapping designation).
- In summer, an area (corridor) leading up to Quartz Lake will be non-motorized.
- Designated heliski run areas will be managed as RA1 winter mapping designation, which adopts the BCRC agreement between the heliski sector and the snowmobile sector - to minimize conflicts.

Aerial Recreation Access – This area will be managed as no current restrictions (RA3 mapping designation), except for the Quartz Lake area – which will be managed as RA1 – very sensitive with no landings allowed. This is to maintain remote recreational opportunities and assist in managing fish populations.

Recreation Management Strategy –

- The Upper Quartz Main area will be managed as Minimal Recreational Development and Use (RM1 mapping designation). This would mean no overnight accommodation (lodge) development, and only minimal recreational development (for example, no day use shelters allowed). This is to manage for key grizzly bear habitat in the area.
- The remainder of the LU, including most of the roaded valley bottom area, will be managed for Low to Moderate Recreational Development (RM2 mapping designation). For this Quartz Creek RM2 designation, this will mean no overnight accommodation (lodge) development, and moderate use, but would provide opportunity for some day-use structures. Overnight accommodation is not desired as it would impact existing snowmobile activities, and there is already lodge development in adjacent LUs, that could be negatively impacted by further lodge development.

COMMENTS

- GBRAC sectors achieved consensus regarding their recommendations for recreational access in this LU, all of which have been incorporated into the above approved plan recreation management direction. This direction provides for continued winter and summer motorized use. Quartz Creek is one of the three most important areas of the TSA for snowmobiling, with use levels continuing to increase from non-residents.
- Stakeholders made some key trade-offs regarding summer recreation in the higher elevation side valleys of LU G23 and LU G22. Stakeholders agreed to have no summer motorized use in Holt Creek, upper Lang Creek, upper Cirque Creek and to have motorized use in roaded areas of Oldman Creek, Donald Creek, lower Cirque Creek, lower Lang Creek, 12 Mile Creek and Gorman Creek (to the trail head at Gorman Creek). These trade-offs were made to maintain opportunities for motorized use while managing for key grizzly bear habitat and non-motorized recreation.
- The RA1 aerial designation around Quartz Lakes and the removal of the RA 1 summer ground motorized designation in the upper Quartz main area were made in 2008.

LANDSCAPE UNIT G23 – WEST BENCH area

CURRENT SETTING

Location - Located in the south-western portion of the TSA, LU G23 extends on the west side of the Columbia River from the south boundary of the TSA north to Oldman Creek, and includes the Twelve Mile, Holt, Lang, Cirque, and Donald drainages. It does not include the Canyon Creek drainage. Most of the LU is roaded, except for high elevation areas. Many of the older roads in the lower reaches are impassable by motorized vehicles, as they have not been maintained for timber harvesting due to the predominately young nature of the forests in the area. Relatively recently constructed roads exist in the upper drainages.

Recreation Facilities and General Use Patterns - The West Bench LU is considered to be a key area for both non-motorized and motorized use. Recent development of the Kicking Horse Mountain Resort has changed the complexity of resource activity in this area. The resort wants to ensure there is a diversity of both motorized and non-motorized activities that will be available to their clients. There are a number of proposed commercial tenures for snowmobiling and summer motorized use for this area from independent operators.

This is a key public recreation area for readily accessible (close to town) motorized and non-motorized activities, including mountain biking, snowmobiling and ATVing..

There are several BCFS Recreation Sites in this LU – Gorman Lake, Holt Lake, and the South Dogtooth – which facilitate backcountry hiking and camping during the summer, and which receive snowmobile use. The Moonraker trail system, including Cedar Lake, is managed by the BCFS as a non motorized summer trail network, and Canyon Lake is managed as a walk-in day fishing site.

Purcell Heliskiing has a winter-based tenure over portions of this LU. Past BCRC negotiations have occurred to enable snowmobiling and heliskiing to co-exist in this LU – these past agreements are incorporated into this plan.

There is recent public snowboarding activity in the Holt Creek area, with access by snowmobile.

There is currently a gate at the entrance to upper Holt Creek to protect mountain goat and grizzly bear values..

Other Management Information - LU G23 lies in the forest license chart area of Louisiana Pacific, which has ongoing plans for both winter and summer timber harvesting operations. In addition to timber harvesting, LU G23 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for Intermediate biodiversity and for key visual values. Managing for Intermediate biodiversity levels will result in greater emphasis being placed upon non-timber values relative to many other area of the Golden TSA.

The Kootenay Boundary Land Use Plan indicates that the area should be managed to maintain and enhance opportunities for resorts and commercial backcountry recreation, and maintain a range of recreational opportunities from motorized to non-motorized, while maintaining biological values such as ungulates and connectivity corridors.

Bottom land areas in this LU are part of the Columbia Wildlife Management Area, which is currently being managed to a 10 horsepower motorized restriction.

The headwaters of Twelve Mile, Holt, Lang and Cirque Creeks are considered key areas in the TSA for grizzly bears. Some of these areas are also key mountain goat areas – in particular Holt Creek.

The feasibility of putting a backcountry recreation site at Holt Lakes should be investigated, in anticipation of increased use in this fragile area.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access –

Access opportunities and restrictions within the Columbia Wildlife Management Area (WMA) are not within the scope of this plan.

Area South of Canyon Creek

- The South Dogtooth Recreation Area (this is the high elevation unroaded upper Fourteen Mile Creek area) from the height of land to 6000 feet (1800 metres) will be managed for motorized recreation and minimal use levels in the winter (RA3/RM1 winter mapping designation), and for non-motorized recreation and minimal use levels in the summer (RA1/RM1 summer mapping designation). This is a relatively popular hiking area for locals, and this zonation maintains the remote summer recreational opportunities. There is currently little use by snowmobiles in this area, and no conflicts have been reported between snowmobiles and backcountry skiers.
- The area below the South Dogtooth Recreation Area, down to and including the 12 Mile Creek Forest Service Road (FSR), and will be managed to include motorized recreation (RA3 mapping designation). This provides motorized access to the south end of the Golden TSA, and motorized access to popular summer hiking trailheads, such as the Certainty Mine and 14 Mile Creek Trails, as well as maintains snowmobiling and hunting access.
- The area between the Columbia Wildlife Management Area and the 12 Mile Creek FSR will be zoned for non-motorized recreation and minimal use levels in winter (RA1/RM1 mapping designation), to manage for ungulates. In summer, the area will be zoned for motorized use from July 1st to December 1st (RA2/RM1 mapping designation), which allows for motorized use only after the sensitive spring season for birds and other wildlife adjacent to the wetlands.
- The main upper 12 Mile Creek road will be managed for motorized recreation (RA3 mapping designation). This enables motorized access to a locally important area for recreation. Other roads in this upper basin will be closed to motorized use. This minimizes the active road network to reduce displacement of bears in this habitat, and manages for the wildlife corridor between Canyon Creek and 12 Mile Creek.
- Roads in the lower 12 Mile Creek drainage will be managed for summer motorized recreation (RA3 summer mapping designation) to provide access to both 12 Mile trail heads and for other recreational purposes. The non-motorized corridor (RA1 mapping designation) on the south side of 12 Mile Creek is to manage for wildlife movement.

Area Between Canyon Creek and Holt Creek (described from south to north)

- The Moonraker Recreation Site is one of the most popular areas for mountain biking in the TSA. The Moonraker Recreation Site will be managed for non-motorized recreation (RA1 mapping designation), except for:
 - The road providing motorized access to lower Cedar Lake (Cedar Lake is one of the most popular camping areas in the TSA).
 - A winter motorized corridor extending downslope from the “Hyak” road.
- The area above (west of) the mapped upper portion of the Moonraker Recreation Site, and the area between this Recreation Site and Holt Creek that is above Kicking Horse Trail, will be managed for motorized recreation (RA3 mapping designation), providing snowmobiling access into upper Tallis Creek area.
- A small area below (west of) but not including Elk Road is non-motorized. This area is just east of and adjacent to the Columbia Wildlife Management area.
- The lower motorized (RA3) area (between the Moonraker area and the Columbia River) may be a key future town development area. One factor to be considered, however is that it has been an important spring elk migration corridor adjacent to the Columbia WMA.
- The area between the Moonraker Recreation Site and Holt Creek that is below Kicking Horse Trail will be managed to include summer motorized recreation (RA3 summer mapping designation). The exception will be a portion of the Dawn Mountain Nordic Ski zone, where motorized users must stay on a motorized corridor when travelling through to the north. This corridor is in effect to ensure that wet, sensitive areas of the Dawn Mountain Nordic Ski zone are not damaged. This summer motorized use below Kicking Horse Mountain Resort is recommended to be of low intensity in order to manage for resort and wildlife values.

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- The Dogtooth Forest Service Road (FSR) will continue to be the route to access snowmobiling opportunities to Gorman Creek and more northerly areas. Work is required to maintain the two existing parking areas, and co-operation with other stakeholders is required to ensure the safe use of this access route. Use of the area must take into account that snowmobiles are not allowed to be operated on plowed roads. Should the Dogtooth FSR not prove to be feasible in the future, then alternate access may be considered from the south.
- The Dawn Mountain Nordic Ski Zone will be managed in winter for non-motorized recreation (RA1 winter designation). This zonation does not preclude nordic operations from using motorized equipment to conduct grooming and other activities that are required for maintenance of trail conditions and facilities.
 - One winter motorized corridor is designated through the Nordic ski zone to allow the snowmobile commercial tenure holder to access the Dogtooth FSR from the Kicking Horse Resort area. A management agreement should be implemented between this commercial operator and the Dawn Mountain Nordic Society. The success of this corridor will be periodically reviewed, to ensure that non-motorized activities are not jeopardized, and that public snowmobiling does not occur on this corridor. If this corridor is not managed properly by the tenure holder, then revisions to this zonation will occur.
- The area immediately below the Nordic Ski Zone will be managed predominately for non-motorized recreation in the winter (RA1 winter mapping designation) to manage for wildlife, and non-motorized winter recreation.

Area North of and including Holt Creek

- The old rail grade running along the West Bench from Gorman Creek to Donald Creek will be an all-season motorized corridor, where access exists. Consideration should be given to creating a trail that links snowmobiling access between Quartz Creek and Gorman Creek.
- **Above the old rail grade**, all areas will be open for motorized use, with the following exceptions:
 - The Holt Creek drainage will be zoned for non-motorized recreation (RA 1 mapping designation) to manage for mountain goat, grizzly bear and non-motorized recreational values. This zonation will be legally designated. This does not include the alpine perched basin to the north of Holt Lakes which connects to Gorman Pass, which will be managed for winter motorized use in the winter (RA3 winter mapping designation). This basin is only accessible from the north (i.e. Gorman Creek). Motorized corridors are designated along the old rail grade near Holt Creek in summer and along the Dogtooth FSR in all seasons, to allow for access to important motorized recreational opportunities to the north.
 - The last two km of the road past the Gorman Lake trailhead is closed to motorized use. This is a legal closure.
 - The upper Lang Creek drainage (above the 1400 meter unbridged creek crossing) will be zoned for non-motorized recreation in summer (RA 1 summer mapping designation) to manage for grizzly bears and non-motorized recreational values. This closure may be legalized.
 - The unroaded portion of the upper Cirque Creek drainage (above 1600 metres) is non-motorized in summer (RA1 summer mapping designation), should a road ever be built into this area.
 - Slide paths on the south-east corner of Holt Creek (above the Old Rail Grade) will be managed for non-motorized recreation (RA1 mapping designations). This was formerly a BCRC agreement put in place to manage for ski-touring and high ungulate values.
 - The mapped heliskiing in the Donald/Quartz Creek areas will be managed as non-motorized in winter (RA1 winter mapping designation), to adopt the BCRC agreement between the heliski sector and the snowmobile sector to minimize conflicts.
- **Below the old rail grade, in winter**, all areas will be closed for motorized use, to manage for ungulates and sensitive wildlife values adjacent to the Columbia Wildlife Management Area, with the following exception:
 - A motorized snowmobiling corridor, starting at the snowmobile parking lot at the seven km along the Dogtooth FSR, extending north to Lang Creek adjacent to and above the Columbia River. This corridor to possibly be linked to the higher elevation main motorized corridor (the old rail grade) in future to create an alternate route for snowmobiling.
- **Below the old rail grade, in summer**, will be open for motorized use, except for the area adjacent to the Columbia WMA, which will be motorized from July 1st to December 1st (RA2 mapping designation),

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to provide for minimal disturbance in critical spring-early summer ungulate habitat. This area currently has a low-moderate # of commercial and public user days, predominately due to having few passable roads. This July 1st to December 1st closure may be legalized.

Aerial Recreation Access – This area will be managed as no current restrictions (RA3 aerial mapping designation), except for the following areas, as listed from south to north:

- The South Dogtooth Recreation area will be managed for some aerial use, while maintaining the non-motorized character of this hiking area. It will be managed as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation), with three mapped landing areas managed as High Sensitivity to aerial landings with low use levels (RA2 aerial mapping designation). In the RA2 areas, up to 2 round trips (involving landings) per week area allowed, weekdays only with no heli-biking.
- The Gorman Lake area from the parking area to the alpine ridges west of the lake will be managed as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation). This is to maintain the non-motorized character of this hiking area.
- The Dawn Peak area will be managed as High Sensitivity, with low use levels (RA2 aerial mapping designation - current aerial landing use levels are acceptable).
- The mountain pass (col) between Holt Lakes and Canyon Creek will be managed as High Sensitivity (RA2 aerial mapping designation). Aerial landings can occur on the col on weekdays only (excluding statutory holidays), with the rockpile nearer to Holt Lakes being used as an alternative landing site if the col is not useable due to weather, mountain goat activity or human use.
- The alpine area between Cirque and Donald Creeks will be managed as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation), to manage for mountain goat values.

Recreation Management Strategy –

The West Bench area will be managed for either RM 1 (Low Development) or RM 2 (Low to Moderate Development and Use). Generally, the RM 1 areas occur at lower elevations adjacent to the Columbia Wildlife Management Area and in drainages at upper elevations that have important conservation values. Although infrastructure development will still be minimal in these areas, use levels for these RM 1 areas on the West Bench may be moderate, in order to maintain opportunities for public and commercial use (this moderate use level for RM 1 areas is unique to the West Bench). Use levels and recreational experience/ecological integrity will be a key issue to monitor in the future.

Following is a list of RM 1 areas:

- The Holt Cr drainage and the upper Lang, Cirque and Quartz Creek drainages will be managed as RM1 mapping designation, to manage important grizzly bear and other values. Lodge and recreational infrastructure development is not acceptable. This includes slide paths on the south-east corner of Holt Creek (above the old rail grade).
- The South Dogtooth Recreation Area will be managed as RM1 mapping designation, due to relatively high public recreational values close to Golden.
- A ridge between Canyon Creek and the Tallis Creek area, extending down to the Columbia River, will be zoned as RM 1 to manage for a wildlife movement corridor.
- A lower elevation corridor extending from the Moonraker area to Donald, will be zoned as RM 1 to manage for ungulate and other conservation values upslope of the Columbia WMA.
 - This corridor includes the Moonraker and Cedar Lakes areas, which is also being managed for high use, low infrastructure recreational values. North of the Dogtooth FSR, this corridor is narrower in summer and wider in winter – allowing more infrastructure development during the less sensitive summer season.

RM2 areas:

- Unless otherwise stated, areas are managed for Low to Moderate Development (RM2 mapping designation). This zonation indicates that small scale formal structures may be acceptable in specific areas, but that further planning is required to determine which areas designated as RM2 should have these structures. This is to ensure that future proposals for infrastructure development are planned for in consideration of social, environmental and economic values within

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the entire West Bench area – and that the GBRAC be involved in the early stages of such proposals.

- Infrastructure development proposals within RM 2 areas on the West Bench will be referred to the GBRAC, where feasible. This is to ensure that future proposals for infrastructure development are planned for in consideration of social, environmental and economic values within the entire West Bench area – and that the GBRAC be involved in the early stages of such proposals. Proponents can apply for infrastructure (eg. lodge) development in these areas, pending their review of economics and the balance of social / environmental impacts in consideration of the entire West Bench area.
- The Dawn Mountain Nordic Zone has a RM 2 mapping designation. Any recreational or land ownership development in this zone must be primarily oriented to facilitate nordic skiing and be conducive to maintenance of the quality of the nordic skiing experience.

COMMENTS

- The above direction for recreational management adopts all consensus recommendations from stakeholder groups involved in the GBRAP negotiations.
- GBRAC sectors made some key trade-offs regarding summer recreation in the higher elevation side valleys of LU G23 and LU G22. Stakeholders agreed to have no summer motorized use in Holt Creek, upper Lang Creek, upper Cirque Creek and to have motorized use in roaded areas of Oldman Creek, Donald Creek, lower Cirque Creek, lower Lang Creek, 12 Mile Creek and Gorman Creek (to the trail head at Gorman Creek). These trade-offs were made to maintain opportunities for motorized use while managing for key grizzly bear habitat (some of the area serves as a security area for female grizzlies) and non-motorized recreation.
 - The objective is to have opportunities for summer motorized recreationalists in areas close to the Town of Golden. Summer motorized use is expected to increase in association with growth of the Town of Golden and development of Kicking Horse Mountain Resort.
 - The objective is to reduce the displacement of bears in this habitat by minimizing the active road network and setting initial use level categories for non-motorized and motorized recreational use. Holt, Lang and Cirque Creeks have the highest wildlife values as compared to the other side drainages. There was some discussion about keeping some of the roads open for just the hunting season.
 - The objective is to have opportunities for non-motorized recreationalists in areas close to the Town of Golden.
 - The guide outfitter for the area opposes the closure of the Holt creek drainage in summer due to their preference to use the lower portion of the road (up to the quarry site) to transport their clients via motorized vehicles. While this preference was noted by the GBRAC, they recommended that the drainage be closed, in consideration of the importance of this drainage for wildlife, and in consideration of other landscape unit compromises between motorized and non-motorized recreation.
- Regarding winter motorized use, Holt Creek is the only higher elevation side valley closed to snowmobiling. This area is closed to motorized use in winter to manage for non-motorized recreation and for the wildlife (particularly mountain goat values in the Mount Hughes area). Monitoring of this area for impacts upon wildlife from non-motorized recreationalists should be considered.
- The only areas regarding aerial landing use where GBRAP sectors did not achieve consensus were the Holt Lakes and the alpine ridge extending from Cirque Creek to Kicking Horse Resort. This area contains key potential areas for chartered recreational helicopter landings close to town, but some GBRAP stakeholders also have concern about helicopter impacts to mountain goats and are concerned about conflicts with hikers. Purcell Heliskiing currently drops clients off at the col between Holt and Canyon Creeks and has them hike down to the lakes and hike back up to the col for pick-up. The government decision for this area endeavours to manage the expected increasing use levels by focusing aerial use to select landing areas. Having landings at the col above Holt Lakes rather than at the Lakes themselves is intended to minimize conflicts with what is expected to be an increasing number of summer hikers/backpackers coming from the Gorman Lakes area or Kicking Horse Mountain Resort.
- A winter motorized corridor leading down from the Hyak road was added in 2006 to allow for snowmobiling activities.

LANDSCAPE UNIT G24 – CANYON CREEK area

CURRENT SETTING

Location - Located in the south-west corner of the Golden TSA, LU G24 encompasses the entire Canyon Creek drainage except for the very lower portion that flows into the Columbia River. Although in close proximity to town, the area is unroaded and is still considered to be relatively remote wilderness area that is close to town.

Recreation Facilities and General Use Patterns - The area has received a low to moderate level of use from recreationalists, with no motorized use occurring except for heliskiing, and, more recently, heli-hiking. Purcell Heli-skiing has a heli-ski tenure in Canyon Creek and Canyon Creek is a major flight corridor for local helicopter companies when conducting scenic flights. The north fork of Canyon Creek currently has helihiking activity in the summer months and is considered to be a key area for local helihiking because of the short aerial travel time from the Golden airport, making it economical to use. Ground-based recreation has occurred primarily from hunters, and hikers, and horseback riders.

Other Management Information - LU G24 was designated in 1997 as a Special Resource Management Area under the Kootenay-Boundary Land Use Plan (KBLUP). Under the KBLUP, the area is to be managed for remote recreation and conservation values, while allowing resource extraction to proceed. It lies in the forest license chart area of Louisiana Pacific, which has no immediate plans to build road into the area for the purposes of timber harvesting, partially due to the low volume of timber available for harvest in this area. General guidance to Louisiana Pacific from the Ministry of Forests has been to minimize the duration of road use once logging begins, and to rehabilitate roads once initial harvesting has been completed – with the purpose of maintaining the area for remote non-motorized public and commercial recreation.

LU G24 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for high biodiversity – while allowing resource extraction to proceed. Managing for high biodiversity levels will result in a greater emphasis being placed upon non-timber values relative to most of the rest of the Golden TSA. It will result in relatively more of the timber harvesting land base remaining in old or mature forest (i.e. relatively less timber harvesting over the next 100 years) as compared to most other areas in the Golden TSA, with the intent being to maintain biodiversity.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – This area will be managed for non-motorized recreation (RA1 mapping designation). This would include no development of ground based downhill skiing facilities.

Aerial Recreation Access – This area will be managed as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation), except for the following:

- In summer there are two designated areas in the north fork of Canyon Creek that will be managed for High Sensitivity to aerial landings, with low to Moderate use levels acceptable (RA2 aerial mapping designation). These are the two areas which currently have helihiking activity in the summer months and are considered to be a key area for local helihiking because of the short aerial travel time from the Golden airport, making it economical to use.
- In summer, the mountain pass (col) between Holt Lakes and Canyon Creek will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation). Aerial landings can occur on the col on weekdays only, with no weekend or statutory holiday use, with the rockpile nearer to Holt Lakes being used as an alternative landing site if the col is not useable due to weather, mountain goat activity or human use.

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- In winter, the current heliski tenure over this area will conduct operations as per its management plan – but the tenure holder must consider concerns expressed in these recommendations during reviews of the management plan. Aside from this tenure, this LU should be managed for minimal Use.
- The Dawn Peak area will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation) with a low use level (current aerial landing use levels are acceptable).

Recreation Management Strategy – The area will be managed for Minimal Recreation Development and Use, except for use levels associated with the current heliskiing tenure and the two RA2 helihiking landing areas. No permanent overnight accommodation structures, aside from one small (maximum of 8 clients per night) winter overnight accommodation structure in the location of the existing emergency shelter. Summer overnight accommodation is not approved for this area. Future overnight summer use may be approved in that structure only if the Ministry of Environment indicates minimal impact to grizzly bears, and if the remote recreational experience of this area is maintained by strict infrastructure limitations.

COMMENTS

- Aside from one issue, GBRAP stakeholders achieved consensus regarding their recommendations for recreational access in this LU, all of which have been incorporated into the above approved plan recreation management direction. The one issue of non consensus is where Kicking Horse Mountain Resort wishes to retain the option of development of ground based downhill skiing facilities into Canyon Creek.
- Maintaining the remote nature of this area reduces the impacts to wildlife while maintaining a remote experience for recreationalists.
- On 2007, an amendment to the plan was made allowing for the winter overnight accommodation at the headwaters of the north fork of Canyon Creek.

LANDSCAPE UNIT G25 – MOUNT 7 area

CURRENT SETTING

Location - Located in the south-west corner of the Golden TSA, LU G25 includes the Kicking Horse River in the north to the Birchlands Creek area to the south. It includes the entire Mount 7 area.

Recreation Facilities and General Use Patterns - The area is receiving a high level of both motorized and non-motorized use from recreationalists. The Mount 7 area is an important paragliding/parasailing launching area (the launch is touted as one of the best in North America) and is rapidly becoming a leading downhill mountain biking destination for western Canada. The lower area south of Mount 7 is receiving increasing use from both motorized and non-motorized users, with some conflicts resulting between these two user groups.

Other Management Information - LU G25 lies in the forest license chart area of the Forest Service Small Business Enterprise Program, which has ongoing plans for timber harvesting in the area. LU G25 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity, but for key visual values. Upper elevations contain important mountain goat habitat (especially the west facing slopes).

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access –

- The top of Mount 7, including road access to the “lookout” launch site and past that to the upper parking lot, and the northern area (area of recent clearcuts east of the launch site areas) will be managed to allow for motorized recreation (RA3 mapping designation).
- The Mount 7 area below 6000 feet (adjacent to the town) will be managed for a combination of motorized/non-motorized uses that can only be identified with a finer resolution planning effort. No infrastructure will be allowed, or recreation promoted in certain wildlife or other sensitive areas. Commercial opportunities are limited.
- The area south of Mount 7, below 6000 feet (1800 metres) will be managed for non-motorized recreation (RA1 mapping designation), with the provision that the current minimal level of local motorized use may continue where specific solutions for sensitive sites (eg. domestic water license areas) are determined. The emphasis for this area will be to promote non-motorized use patterns for the future.

Aerial Recreation Access - Most of the upper elevations of the Beaverfoot Range from Mount 7 south will be managed as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation). This is predominately because this is likely some of the best mountain goat habitat in the TSA. One area below the north ridge of Mount Seven will be managed for aerial landing use to facilitate one heli-biking landing area above Stacey Creek.

Recreation Management Strategy – The northern portion of this LU will be managed for High Development and Use (RM3 mapping designation) – this includes the handgliding site area. Other areas will be managed as Minimal Recreational Development (RM1 mapping designation), so that repetitive motorized use is not encouraged.

COMMENTS

The above direction for recreational management adopts all consensus recommendations from stakeholder groups involved in the GBRAP negotiations. The areas where GBRAP stakeholders did not achieve consensus were:

- The area south of Mount 7, below 6000 feet (1800 metres). While all GBRAP stakeholders agreed that any motorized use would likely require provision for specific solutions for sensitive sites (Eg. domestic water license areas) at a later date, and that the area be managed for Minimal Recreation

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Development (RM 1 mapping designation), stakeholders did not agree on whether the area should include motorized use. The main recreational access in the area is along the Hydro right of way, which is part crown and part private land.

This area received the most comment from the public than any other area – 20 of the 23 comments received from this area favoured non-motorized use. Proponents for non motorized use indicated that use is increasing and many local residents are not in favour of motorized use there, that there are many cases of trespass onto private lands, that there are water quality issues for domestic water licenses, and that there are increasing conflicts between motorized users and non-motorized users/wildlife. Proponents for motorized use indicated there is no good reason for not having motorized use in the area, and that it is a popular area for locals. The plan direction to emphasize non-motorized use in this area was made in acknowledgement of the public input. Further work will be required to resolve local issues where there is historic motorized use in areas with user conflict.

- The northern area of Mount 7 (area of recent clearcuts, not the launch site areas) - where some GBRAP stakeholders were concerned regarding the loss of movement corridors for mountain goats due possibly to timber harvesting and motorized use. The plan direction to have motorized use in this area was made in consideration that this area is close to town and is part of existing public and commercial motorized use patterns.
- The area below the north ridge of Mount Seven (above Stacey Creek), where plan direction is to allow one aerial landing spot for helibiking purposes. Golden is a growing area for helibiking, and this plan direction seeks to concentrate this use in this area. It is acknowledged that this decision may impact mountain goat populations that may be in the vicinity, and there will be safety issues regarding nearby handgliding and paragliding that must be resolved by operators.

LANDSCAPE UNIT G26 – KICKING HORSE / BEAVERFOOT area

CURRENT SETTING

Location - Located in the south-east corner of the Golden TSA, LU G26 encompasses the Glenogle Creek area in the Northwest to the headwaters of Kootenay Creek in the south.

Recreation Facilities and General Use Patterns - The area is used regularly by local residents and non-residents for a variety of recreational pursuits. It contains key river rafting and kayaking areas along the Kicking Horse River, numerous areas that provide access to alpine hiking, and opportunities for both winter and summer ground motorized use. The LU also contains the Beaverfoot Lodge which caters to a variety of outdoor recreationalists

Other Management Information - LU G26 lies in the forest license chart area of Louisiana Pacific, which has ongoing plans for timber harvesting in the area. LU G26 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for low biodiversity in upslope areas (including Glenogle Creek) and high biodiversity in the valley bottoms, and for key visual values for areas seen from the Trans-Canada Highway. The Glenogle area contains key wildlife values, particularly grizzly.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – Most of this area will be managed for motorized use (RA3 mapping designation), with the following exceptions:

- The Glenogle drainage will be open for summer motorized use after August 15th (RA 2 mapping designation). As well, the designated north-east section of road in the Glenogle drainage will be non-motorized (see map).
- Ungulate habitat extending from Glenogle Creek to the headwaters of the Kootenay River will be managed for motorized use to occur only on a designated corridor along the Beaverfoot main haul road (to provide for ongoing snowmobile access).

Aerial Recreation Access - Most of the Beaverfoot Range and area south of Mount 7 will be mapped as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation). Three designated alpine areas of the Glenogle drainage will be designated as High Sensitivity to aerial landings with low use levels (RA2 aerial mapping designation). Helicopter landings in these areas will be confined to the spring/summer up to September 1st and will occur on weekdays only (excluding statutory holidays). Use levels in the Porcupine Meadows area will not exceed 2 round trips (involving landings) per year. Use levels in the Glenogle Ridge area of LU G20, G21 and G26 will not in total exceed 1 to 2 round trips (involving landings) per week.

Recreation Management Strategy – The area will be managed for Low to Moderate Recreational Development (RM2 mapping designation).

COMMENTS

- The above direction for recreational management adopts all consensus recommendations from stakeholder groups involved in the GBRAP negotiations. The areas where GBRAP stakeholders did not achieve consensus were:
 - Summer recreational access into Glenogle Creek. Some GBRAP stakeholder groups indicated a preference to have roaded areas in the drainage as motorized while other stakeholders indicated they could live with a non-motorized status past the second bridge (or at the fork between the first and second bridge). The plan direction to have motorized use occur only after the August 15th date is seen as a compromise which enables motorized use for hunting and berry picking, but which also manages the drainage as non-motorized during the important spring/early summer season for wildlife.

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- The three designated aerial RA 2 alpine areas in the Glenogle Creek drainage. These areas currently have helihiking activity in the summer months and are considered to be key areas for local helihiking because of the short aerial travel time from the Golden airport, making them economical to use.
- Note that the Beaverfoot Lodge is on private property.

LANDSCAPE UNIT G27 – MOOSE / DAINARD CREEK / ICE RIVER area

CURRENT SETTING

Location - Located in the south-west corner of the Golden TSA, LU G27 encompasses the Moose and Dainard Creek drainages, and the area west of these drainages to the Beaverfoot River. The Moose Creek drainage is unroaded and is considered to be relatively remote.

Recreation Facilities and General Use Patterns - The area to date has received a moderate level of use from recreationalists, with commercial and public (eg. hunting season access) motorized use occurring in most roaded areas on a periodic basis. There is an unmaintained hiking trail from Dainard Creek to Wolverine Pass in Kootenay National Park and a horse/hiking trail in Moose Creek. The Moose Creek drainage receives periodic horse based guide-outfitter activity.

Beaverfoot lodge has historically conducted its motorized recreational activities in the accessible areas away from current timber harvesting operations. For instance, in winter, they use areas of the Kootenay valley that are not plowed for timber harvest operations.

Other Management Information - The Moose and Dainard Creek portion of LU G27 was designated in 1997 as a Special Resource Management Zone under the Kootenay-Boundary Land Use Plan (KBLUP). Under the KBLUP, the area is to be managed for remote recreation and conservation values, while allowing resource extraction to proceed. The LU lies in the forest license chart area of the Forest Service Small Business Forest Enterprise Program, which has ongoing plans for timber harvesting except for the Moose and upper Dainard Creek SRMZ areas. General guidance for any subsequent harvest in the SRMZ portion of the LU is to minimize the duration of road use and to rehabilitate roads once initial harvesting has been completed – with the purpose of maintaining the area for remote non-motorized public and commercial recreation.

LU G27 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for high biodiversity – while allowing resource extraction to proceed. Managing for high biodiversity levels will result in a greater emphasis being placed upon non-timber values relative to most of the rest of the Golden TSA. It will result in relatively more of the timber harvesting land base remaining in old or mature forest (i.e. relatively less timber harvesting over the next 100 years as compared to most other areas in the Golden TSA), with the intent being to maintain biodiversity.

An important grizzly bear connectivity corridor exists between the Ice River and Dainard Creek. This LU is considered to have better winter lynx habitat than in the adjacent Kootenay National Park.

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access –

SRMZ area (Moose and Dainard Creeks)

To maintain the remote recreation and wildlife values, this area will be managed for non-motorized recreation (RA1 ground and aerial [no landings preferred] mapping designation). An exception to this is for motorized access to continue to occur from July 16th to April 14th on the switchbacks leading from the Moose Creek trailhead parking area (this time restriction is to manage for spring grizzly bear use of this area).

Non-SRMZ area (called the Ice River area)

- Winter Ground-based Recreation - The area will be managed for a mixture of motorized and non-motorized opportunities (RA3 and RA1 mapping designations). The area above (east of) the “Black Road” and the area adjacent to the Beaverfoot River will be managed for non-motorized recreation (RA1 mapping designation) in order to manage for wildlife connectivity in this area. Other areas, including the “Black Road”, the area immediately below the “Black Road” and the road used for

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snowmobiling below and parallel to the “Black Road” will be open for motorized use (RA3 mapping designation).

- Summer Ground-based Recreation – The area will be managed for a mixture of motorized and non-motorized opportunities (RA3 and RA1 mapping designations). The motorized areas are identified as corridors, in order to manage for the grizzly bear connectivity corridor in this area. One motorized corridor is the road below and parallel to (west of) the “Black Road”. Also, the area in the north west portion of this LU will be motorized.

Aerial Recreation Access - Most upper elevations of the Vermillion Range will be mapped as Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation) predominately due to mountain goat habitat.

Recreation Management Strategy – The SRMZ portion of this LU will be managed as Minimal Recreational Development and Use (RM1 mapping designation). This would mean no further overnight accommodation (lodge) development, and only minimal recreational development (for example, no day use shelters allowed). The non-SRMZ portion (the Ice River area) will be managed for Low to Moderate Recreational Development (RM2 mapping designation).

COMMENTS

- The above direction for recreational management adopts all consensus recommendations from stakeholder groups involved in the GBRAP negotiations. The area where GBRAP stakeholders did not achieve consensus was:
- The upper Moose Creek area, where an aerial landing location was discussed. This proposed landing area required further consideration with the current main user of this area (Beaverfoot Lodge), but in the interim has been left out of the plan due to potential environmental issues (it is on the border of the TSA and Kootenay National Park).

LANDSCAPE UNIT G28 – KOOTENAY area

CURRENT SETTING

Location - Located in the south-west corner of the Golden TSA, LU G28 encompasses the Kootenay River drainage and its tributaries in the Golden TSA, including Boyce, Whitetail, Symond, Thomas and Paul Creeks.

Recreation Facilities and General Use Patterns - The area to date has received a moderate level of use from recreationalists, with commercial and public (eg. hunting season access) motorized use occurring in most roaded areas on a periodic basis. Summer motorized activity occurs in nearly all areas of the LU, due to its large road network. Beaverfoot Lodge has historically conducted its motorized recreational activities in the accessible areas away from current timber harvesting operations. For instance, in winter, they use areas of the Kootenay valley that are not plowed for timber harvest operations. Several BCFS Recreation Sites in the valley bottom provide for camping and fishing opportunities.

Other Management Information - LU G28 lies in the forest license chart area of Louisiana Pacific, which has ongoing plans for timber harvesting in the area. LU G28 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for intermediate biodiversity in the Kootenay River valley bottom and for low biodiversity in upland areas. There is key ungulate habitat in the lower elevations. There is key grizzly bear habitat along the eastern portion of this LU, particularly for female grizzlies. There is a wildlife movement corridor to the Diana Lake area.

There is concern that the density of active roads may exceed that which is suitable for grizzly bears, although there are many roads in this LU which are no longer driveable due to ingrowth of vegetation.

RECREATION MANAGEMENT DIRECTION

Winter Ground Recreation Access -

- In designated winter ungulate habitat, motorized use will continue to occur along the main timber management haul road along the Kootenay River valley bottom up to the Paul Creek turnoff, as well as on all main roads up Paul, Thomas, Dainard Creeks, Hidden Valley and other key snowmobiling areas identified as corridors at the north west corner of the area (RA3 winter mapping designation). Secondary roads in this area will be non-motorized (RA 1 mapping designation). Ungulate winter habitat in the southern portion of the LU between Paul Creek and Kootenay National Park will be managed for non-motorized recreation (RA1 mapping designation).
- Outside of designated winter ungulate habitat, motorized use will occur in all areas (RA3 mapping designation).
- The upper Paul Creek drainage will be winter motorized (RA3 winter mapping designation), pending information on mountain goat populations. This is to provide for the potential of snowmobiling in this previously unsnowmobiled area.
- RA3 (motorized) access is mapped to the private property.

Summer Ground Recreation Access –

- The west side of the Kootenay River Valley (except the Kootenay River wetland area) will be managed for motorized recreation (RA3 mapping designation).
- The main access roads up each of the side valleys on the east side of the Kootenay Valley (eg. Symond, Thomas, Paul Creeks) will be open for motorized recreation (RA3 mapping designation). Secondary roads in this area will be non-motorized (RA1 mapping designation).

Aerial Recreation Access - Most of the upper elevations of the Vermillion Range will be managed for Very High Sensitivity to aerial landings, with no landings preferred (RA1 mapping designation) – due to wildlife habitat.

Recreation Management Strategy – All areas will be managed for Low to Moderate Recreational Development (RM2 mapping designation).

COMMENTS

The above direction for recreational management adopts all consensus recommendations from stakeholder groups involved in the GBRAP negotiations. The areas where GBRAP stakeholders did not achieve consensus were:

- For winter use in the southern portion of the LU between Paul Creek and Kootenay National Park, on both sides of the Kootenay River - The snowmobile club prefers access to this area, and on the east side could live with a motorized corridor along the valley bottom. Other commenting stakeholders preferred no motorized access in the winter in this area to manage for ungulate populations.
- For summer use, GBRAP stakeholders discussed various ways to ensure that the key grizzly bear habitat along the eastern portion of the LU and the critical ungulate habitat along the Kootenay River valley bottom is not jeopardized by recreation access, while maintaining both motorized and non-motorized recreational opportunities. Solutions ranged from closing some of the main access roads in the summer to motorized use (eg. closing Symond and Paul Creeks while keeping others open) to just keeping one driveable road up each side valley open, and closing their spur roads. All stakeholders agreed that minimizing motorized access in the wetlands (Kootenay River valley bottom) was critical to managing properly for wildlife resources.
 - The area south of the Dainard Pass/Moose Creek access road, where the summer motorized sector would like to have all spur roads open in this area for motorized use.
 - Discussion of the spur roads connecting to the main access roads north of Symond Creek - the summer motorized sector would like to have all useable spur roads open in this area for motorized use in order to enhance motorized opportunities, while other commenting stakeholders indicated a preference to have these spur roads as non-motorized in order to keep active road densities down to manage for grizzly bears.
 - Discussion of motorized use of Symond and Whitetail Creeks - some stakeholders would like to have a seasonal motorized restriction placed upon the main access roads leading up both Symond and Whitetail Creek - where they would be open for motorized use from September 1 to winter. The summer motorized sector indicated that they could live with this seasonal motorized restriction if the above mentioned spur roads north of Symond Creek were open for motorized use.

LANDSCAPE UNIT G29 – SWAN CREEK area

CURRENT SETTING

Location - Located in the mid-west portion of the TSA, LU G29 encompasses the area from Gold Arm in the south to Windy Creek in the north. It includes the Smith Creek and Double Eddy Creek drainages. Most of the LU is roaded, except upper elevation areas.

Recreation Facilities and General Use Patterns - The entire LU currently has a low level of snowmobiling use as it involves long distance riding, necessitates good equipment, and requires access through the avalanche-prone area below Sentry Mountain. The area has a moderate level of summer motorized use. There is one hut in the Special Resource Management Zone managed by the Alpine Club of Canada (the Fairy Meadows Hut). A portion of this LU is in the area-based tenure of Canadian Mountain Holidays, which operates both heliski and helihiking activities.

Other Management Information - Higher elevations of LU G29 were designated in 1997 as a Special Resource Management Zone under the Kootenay-Boundary Land Use Plan (KBLUP). Under the KBLUP, this designated area is to be managed for remote recreation and conservation values, while allowing resource extraction to proceed. LU G29 lies in the forest license chart area of the Small Business Forest Enterprise program, which has ongoing plans for harvesting operations. In addition to timber harvesting, LU G29 is managed under the Kootenay Boundary Higher Level Plan (KBHLP) for intermediate level biodiversity and for caribou. Managing for intermediate biodiversity levels and for caribou will result in greater emphasis being placed upon non-timber values relative to most of the rest of the Golden TSA, with the intent being to maintain biodiversity (including caribou populations).

RECREATION MANAGEMENT DIRECTION

Ground Recreation Access – In summer, this area will be managed for motorized recreation (RA3 mapping designation), except for the unroaded Special Resource Management Zone which would be managed for non-motorized recreation (RA1 mapping designation). In winter, the area will be managed for winter motorized use from February 1st via a motorized corridor which extends along the main timber management haul road. This is to include winter motorized use in an area managed for caribou.

Aerial Recreation Access – The area will be managed as High Sensitivity to aerial landings (RA2 aerial mapping designation), primarily due to caribou values. Stakeholders agreed that the current low level of recreational landings are acceptable, but recommend no higher level of repetitive use. These recommendations do not preclude any existing aerial-based tenure from conducting operations within their management plan parameters – but review of management plans must consider these decisions.

Recreation Management Strategy – The area will be managed for Low to Moderate Recreational Development (RM2 mapping designation), with the exception of the existing Alpine Club of Canada hut (Fairy Meadows Hut), which would be managed as a RM4 mapping designation in the immediate vicinity of the lodge.

COMMENTS

The above direction for recreational management adopts all consensus recommendations from stakeholder groups involved in the GBRAP negotiations. The area where GBRAP stakeholders did not achieve consensus was:

- For winter use, the Snowmobile Club indicated that they would prefer to have a winter motorized corridor along the main access road along the bottom of the LU. Some other stakeholders indicated a preference for no winter motorized in order to manage for caribou values.

Appendix J

2002 GBRAP Stakeholder Endorsement (Sign-off) Document

Golden Backcountry Recreation Access Plan

Appendix K

2002 Government Interagency Technical Team Members

Government Interagency Technical Team

Ministry of Sustainable Resource Management:

Darcy Monchak (co-chair), Rob Neil, Kevin Weaver

Ministry of Water, Land, and Air Protection:

Craig Dodds

BC Forest Service

Jon Wilsgard (co-chair), Laura Richardson

BC Assets and Lands Corporation:

Robin Fawcett

and GBRAP Stakeholders

Specific Area Based Public Interest Stakeholder Groups Businesses:

Rudi Gertsch, Purcell Heliskiing
Dave Butler, Canadian Mountain Holidays
Don Wolfenden, Wolfenden Ventures
Denise English, Columbia Valley Woodlot Owners Assoc.
Greg Chin, BC Parks
Justin Downes, Kicking Horse Mountain Resort
George McLaren, Wet and Wild
Pete Tashman, Kinbasket Heli Adventures
Greg Porter, Great Canadian Heliskiing
Bernie Scheisser, Campbell Icefields Chalet
Stephen Neil, Alpenglow Aviation
Ron Blaue, Jane Girvan, Mistaya Lodge and Alpine Tours
Dieter Offerman, Wood River Forest Ltd.
Doug Hannah, Kingmik Dogsled Tours
Dale McKnight, Chatter Creek Mountain Lodge
Alison Dakin, Golden Alpine Holidays
Tannis Dakin, Sorcerer Lodge
Rainer Grund/Denise English, Blaeberry Valley Tourism Operators
Simon Coates, Hospital Creek Water Users Group
Stewart McIntosh, Rocky Mtn. Water Users Grp
Paul Leeson, Purcell Lodge
Doug Bucknam, Goat Mountain Lodge
Peter Bowle-Evans, Cdn. Hang Gliding & Paragliding Ass.
Ken Piggot, Golden Rock and Fossil Club
Irv Graham, Alpine Meadows Lodge
Wayne Houlbrook, Kinbasket Adventures

Process Observers Including Elected Officials

Red Scott, Mayor, Town of Golden
Ron Ozsust, Area "A" Director, CSR

Broad Area Based Public Interest Stakeholder Groups / Businesses:

Andy Pezderic, Golden Rod and Gun Club
Ellen Zimmerman, East Kootenay Environmental Society
Jeff Dolinsky, Golden Outdoor Recreation Association
Wayne Houlbrook, Golden Snowmobile Club
Bruce Fairley, The Alpine Club of Canada
Phil Hein, Professional Association of Canadian Mountain Guides
Randy Baun, Golden Summer Motorized Interests
Lee Malleau, Economic Development Office, Town of Golden
Derek Petersen, Parks Canada
Wayne Bingham, Backcountry Conflict Resolution Committee
Stuart Frazer, Louisiana Pacific Canada
Don Wolfenden, Guide Outfitters Association of BC
Don McTighe and David Morgan, Alpine Helicopters
Al Miller, Canadian Helicopters
Bernie Schiesser, Canadian Owners and Pilots Association

Other Stakeholder Resource Interests:

Jim Murphy, Kicking Horse Rafting Association
Richard Hark, local Guide/Outfitter
Brian Schuck, Gemstar Outfitting
Dave Grieve, Ministry of Energy and Mines
Marty McGrath, Four Wheel Mountain Cats
Gail Michel, Columbia Lake Band
Sophie Pierre, Ktunaxa/Kinbasket Tribal Council
Paul Sam, Shuswap Indian Band
Rick Walker, East Kootenay Chamber of Mines
Tim Laboucane, Glacier National Park
Reg Jean, Columbia Valley Trappers Association
Larry Ingham, Columbia Basin Fish/Wildlife Conserv. Program
Flec Demmon, Whitetooth Ski Society
Del Johnson, Light Horse Club of Golden
Eileen Fletcher, Tourism Action Society of the Kootenavs

Golden Backcountry Recreation Access Plan

Appendix L

Terms of Reference For **The Golden Backcountry Recreation Advisory Committee (GBRAC)**

December, 2005

Definitions

“Government”	means those local provincial government representatives designated as liaisons to the Golden Backcountry Recreation Access Plan.
“GBRAP” or “the plan”	means Golden Backcountry Recreation Access Plan
“GBRAC”	means Backcountry Recreation Advisory Committee
“MAL”	means Ministry of Agriculture and Lands

Mission Statement

To seek maintenance of the balance of social, environmental and economic recreational opportunities which are inherent in the Golden Backcountry Recreation Access Plan. This will involve work towards plan implementation as well as strategic guidance to plan changes, in consideration of the high degree of negotiation-based consensus that was fundamental to the origin of the plan.

Objectives

The committee will liaison with government primarily through the Regional Director, Integrated Land Management Bureau, Ministry of Agriculture and Lands, or his/her designate. For operational implementation issues, liaison may also occur directly with other government agencies or corporations where appropriate.

It is the role of the Golden Backcountry Recreation Advisory Committee to uphold the approved plan objectives and management direction. The role of the committee is one of making recommendations, as the ultimate decisions for changes to the plan and tenure approval resides with government. Specific duties of the committee will include:

- Recommending changes and improvements to plan objectives and direction to reflect new information as it becomes available;
- Providing recommendations for strategic and operational implementation, and assisting with developing implementation strategies in key areas;
- At the committee’s discretion, reviewing of proposals and developments for public and commercial recreation activities, when government or the proponent solicits the advice of the

GBRAC. Providing sound recommendations to proponents and government consistent with approved plan objectives and management direction. This may involve, at the committee's discretion, resolution of issues between commercial backcountry users.

- Reviewing the plan maps to ensure technical correctness, and assisting government in increasing the resolution of mapping data as required;
- Participating in plan promotion and acting as ambassadors for community relations to this end;
- Assisting in securing funding for implementation and monitoring requirements; and,
- At the request of government, generating ideas and recommendations for similar planning processes, and working to develop efficient strategies for similar plans with colleagues and government agencies in other jurisdictions.

It is recognized that the GBRAC does not represent the entire recreational community, and that there are other key personal, corporate and public entities at the local and provincial levels that have the equal ability to make recommendations to government.

Membership

- Government shall decide which sectors are members of the committee.
- Sectors will choose which individuals represent them. Sectors may rotate their representatives, but appointments should be for two-year terms.
- Both government and sectors will strive to have members with a diversity of experience and expertise.
- Representatives must abide by and sign off this Terms of Reference in order to be confirmed or maintained as committee members. If any representatives are not following this requirement, government will decide and require the sector to nominate a new representative, or failing that, will recruit a new representative for the sector.
- Government representatives will act as facilitators for the committee, and will act as chairperson and secretary during committee meetings.
- The optimum size of the committee shall be between ten to fifteen members.
- Members of the committee shall not receive remuneration for their participation and will not normally be reimbursed for expenses associated with attending meetings.
- Sub-committees may be established, as needed, to address specific issues or projects, and may include non-committee membership if required.

Current Committee Membership

<u>Sector Member</u>	<u>Representative Organization</u>	<u>Representative (and Alternate)</u>
Public Ground Motorized	Golden Snowmobile Club	Hal Porter
Commercial Ground Motorized	Golden ATV Club	Randy Baun
Public Non Motorized	Golden Outdoor Recreation Association	Bruce Fairley (Marvin Lloyd)
Commercial Non-Motorized	Wilderness Tourism Association	Bernie Schiesser Paul Leeson
Public Aerial	Alpine Helicopters	Dirk Debie
Commercial Aerial		Greg Porter (Rudi Gertsch)
Habitat Protection; Sport Fishing and Hunting Access	Golden Rod and Gun Club	Grant Arlt
Environmental Protection	East Kootenay Environmental Society	Ellen Zimmerman (Carmen Gustafson)
Forest Industry	Louisiana Pacific Engineered Wood Products Wood River forest Products B.C. Timber Sales	Tahl Lunoch (Stuart Frazer) (Earl Hunt)
Local and Regional Government	Town of Golden EDO Office, CSRD	Jon Wilsgard Ron Ozsust
Provincial Government	MoTSA, ILMB	Ken Gibson Darcy Monchak
Federal Government	Parks Canada	Ken Schroeder (Derek Petersen)

Roles and Responsibilities of Committee Members

Each member is expected to:

- Help to establish GBRAC annual workplan goals and objectives and ways to achieve them;
- Ensure familiarization with the approved GBRAP objectives and management direction;
- Attend scheduled meetings and serve on sub-committees when requested;
- Represent their sector based upon the best factual information;
- Respect the rights and opinions of other committee members. Be willing to work cooperatively to address the concerns and values of other sectors at the table in addition to those of the sector that they represent; and,
- Decline participation when a conflict of interest is possible. Members must fully represent their constituency at all times, conveying sectoral, not personal opinions to the committee, and consult with their sector membership when required to ensure representational participation at the committee table.

The Chair is expected to:

- Call and co-ordinate meeting dates, and set agendas;
- Preside over meetings;
- Present reports and recommendations to government for discussion and action;
- Provide direction and serve as spokesperson for the committee; and,
- Encourage an atmosphere conducive to productive discussion.

Meetings and Communications

- The committee shall meet at least twice a year; to coincide with the end of each recreation “season”, or as required, at the discretion of the chair.
- Government will provide administrative support services in the form of mapping changes, meeting locations, and communication facilitation.
- The committee shall invite area specific stakeholders to meetings where required, or refer relevant issues to the larger stakeholder group at large for input.
- The committee shall develop an annual workplan, in relation to the Terms of Reference that identifies goals and objectives relative to the implementation and monitoring goals of the plan, for the following year.
- Government shall provide relevant new information, where possible, as it becomes available and as requested by the committee.

Process for Making Recommendations

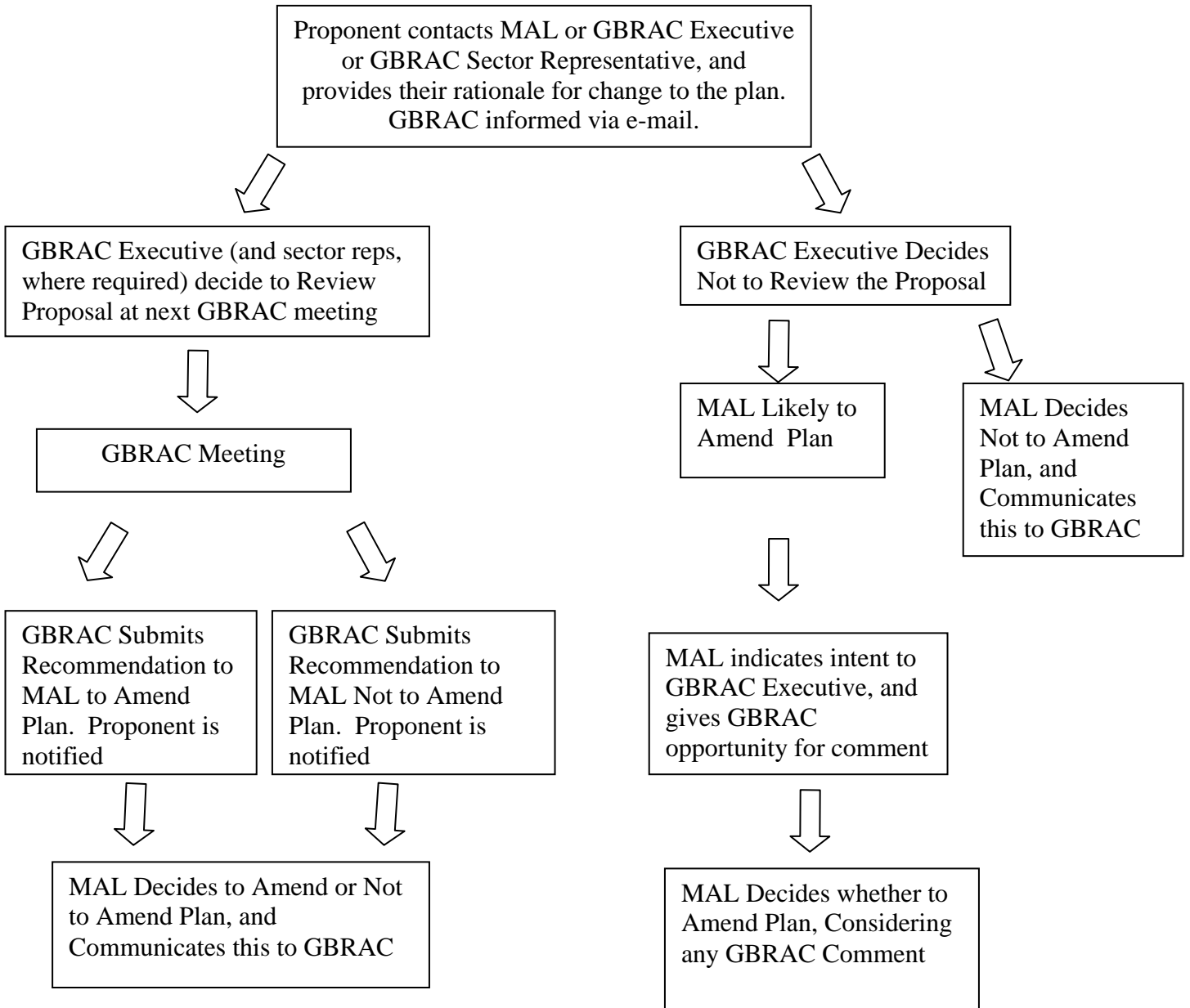
- In developing recommendations to proponents and government, the GBRAC will strive to follow a consensus-based format. Notwithstanding, recommendations regarding major and minor amendments to the plan made to government from the committee shall include the positions of all committee members regarding issues discussed, in the event that consensus cannot be reached on a specific issue. Preliminary to this may occur open discussion between committee members, which are not necessarily recorded.
- On behalf of the committee, the Chair will prepare and submit to government, a brief report of discussions and recommendations following each meeting, where applicable.
- Committee recommendations involving major plan amendments will be ultimately conveyed to the appropriate statutory decision-makers within the provincial government and to the broader stakeholder interest group (attached). The committee shall be kept informed of the final disposition of each recommendation, particularly if a government decision differs from a GBRAC recommendation.

There are two types of recommendations that can come from the GBRAC:

1. Those that occur as a result of a complete review of plan zonations (this may occur every number of years, as time and the need permit).
2. Those that occur on an adhoc basis, due to proposals from proponents or other immediate circumstances.

The below flowchart and procedures relate to 2) above (those recommendations based upon adhoc proposals to change the content of the Plan:

Flowchart showing steps that are involved in adhoc plan amendment (for more detail, see the points which follow this flowchart)



Recommended Detailed Procedures for adhoc plan amendment

1. Besides the latest recommendations regarding mountain goat areas, the GBRAC will not recommend changes to the plan to existing RA1/RM1 areas within 2003 and 2004 calendar years. Therefore, those geographic areas of the plan will likely remain stable for that period, at least.
2. When a proponent has a proposal which does not comply with the plan, proponents will contact the GBRAC Executive, or most appropriate sector representative of GBRAC (i.e. the sector which best represents the proponents activity), or to MAL. The contacted party will then inform the proponent of which sectors should be contacted to assist the proponent with identification of issues. The contacted party will document (via E-mail to GBRAC members) issues of concern that were communicated to the proponent. The proponent must be told that the GBRAC may not have time to consider this proposal, in which case it may still be considered by MAL for plan amendment.
3. If the proponent wishes to proceed with the proposal, the next step is for the proponent to document why it is beneficial to the plan for the GBRAC to consider the proposed changes and how issues of concern are being dealt with.
 - If a wildlife issue, get input from concerned sectors and biological expertise
 - If a social issue, get input from concerned sectors

This will require the proponent to consider how the proposal affects the balance of social, environmental and economic opportunities in the plan regarding their activity, and consider cumulative impacts to plan values, where appropriate. The proponent should offer solutions to maintain the current balance of plan opportunities, where appropriate. Note that in exceptional circumstances the proponents will be asked to provide a technical cumulative impact assessment. The issue of carrying capacity and levels of acceptable change were only indirectly dealt with in the plan through the Resource Management (RM) Strategies. In the interim for commercial applications, this RM zoning should be used as a guide for the plans' existing levels of acceptable uses.

4. Proponent goes to GBRAC executive to enquire if they will put the proposal onto the next GBRAC meeting agenda.
5. If the GBRAC executive confirms that the proponent has looked into the issues, then they decide whether to consider the proposal and to place it on the next GBRAC meeting agenda. The GBRAC must consider their workload when determining whether to review a proposal.

If not placed on the agenda, then the GBRAC executive must inform the proponent and MAL. If placed on the agenda, the GBRAC executive informs the proponent that they must bring to the meeting: 1) a mapping of the proposed changes to the GBRAC, drawn upon an approved GBRAP technical map (either the summer, winter or aerial maps); and 2) a document explaining the proposal, and rationale for changing the GBRAP maps.

6. GBRAC discusses the proposal with the proponent at the next GBRAC meeting (or during an additional meeting) – with 15 minutes maximum allowed for presentation followed by a brief (5 minute) question period - and makes subsequent recommendations in camera.

7. In making recommendations to MAL, the GBRAC considers:
- Does the proposal adequately address the issues and propose strong arguments that would lead to the rationale of the original GBRAP decision to be reconsidered?
 - How does the proposal affect the balance of social, environmental and economic values that were often strenuously negotiated into the plan?
 - Does the proposal consider cumulative impacts, where appropriate to do so?
 - Does the proposed change make the plan better (does it better provide for the social, economic and environmental values that are already inherent in the plan)?
 - Does the proposal demonstrate an understanding of the GBRAP and is the proposal presented in a clear enough manner to be considered?
 - the quality of the proposal (the accuracy of mapping, the thoroughness in understanding and planning for social, economic, and environmental impact of the proposal on the plan) and application will be taken into consideration

Flexibility may be exercised when using the above procedures.

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Appendix M

2002 B.C. Government Agency Letters of Support

Golden Backcountry Recreation Access Plan

Appendix N

Applicability of the GBRAP Process to Other Geographic Areas

Time for Completion

The GBRAP process took place over a three year period. It is estimated that this time period could have been shortened by one-half if the government staff facilitating the process (the GIRC) were given the GBRAP as their sole task, and by having participants discussing more drainages (Landscape Units) together rather than singularly (in the GBRAP process, the initial LUs discussed were treated singularly – and as the process continued, efficiencies were gained by discussing groups of adjacent LUs together). A negotiation-style process inherently takes a longer period to complete than a consultative style process, partially because the process can only go as fast as the stakeholders ability to attend meetings.

One suggestion to expedite the process is for government to provide an initial map of draft recreational zoning prior to negotiation or consultation. This map must be based upon the best knowledge of the coordinating team and must be clearly stated to be a starting point for discussion with stakeholders and the general public. The first and perhaps most important step regarding the draft map is determination of the mapping key which must reflect the types of land use zonations that the process is seeking to determine.

Consensus-based versus Consultative Process

A consensus-based process relies on key stakeholders to work together, and through negotiation derive recommendations for decision-makers. A consultative process relies on process coordinators to make the recommendations after seeking input from stakeholders. The GBRAP involved both consensus-based negotiations between a comprehensive list of stakeholders, as well as a consultative-based open house process. The consensus-based stakeholder negotiation portion of the process was the most time-consuming, due to the requirement to have stakeholders contribute to deriving and become familiar with the process, and the often-lengthy negotiation between stakeholders.

For the GBRAP, the negotiation-style process was chosen due to the success of the previous Winter Backcountry Conflict Resolution Committee (BCRC) process (i.e. a demonstrated reasonably good working relationship between key stakeholders), the encouragement of key stakeholders from that past process, and the likelihood that consensus agreements would result in a more implementable product by the public than a consultative process that did not have as much “buy-in” from the public.

The choice between conducting a negotiation versus consultative-style process depends on the following considerations:

- Whether key stakeholders are able to work together towards a common goal by allowing themselves to address other stakeholders concerns, even if they do not agree with the those concerns. In other words, for the negotiation-style process to work well, stakeholders (commercial and public) must be able to make trade-offs between their vision of a recreational land-use balance and that of other stakeholders. Within limits, they must be willing to acknowledge and respect the positions of other stakeholder groups by compromising their own position, and vice-versa. Negotiation-style processes involving more than one community may therefore be problematic if those communities are not dealt with in separate but parallel processes.

- For a negotiation-style process, the ability of government to strongly consider stakeholder recommendations and the ability of stakeholders to accept that government may not accept their recommendations.
- For a consultative-style process, the likelihood that controversial decisions may have less acceptance from key stakeholders and the general public, and therefore that implementation will have less assurance of happening without regulation and enforcement.
- For a negotiation-style process, the greater risk that the process may be stalled or rendered ineffective if stakeholders do not have the ability to make certain compromises from their initial positions.
- Whether process facilitators are available who know the land base and the key stakeholders, have the support of stakeholders and the general public, and have the ability to get people to work together. The success of a negotiation-style process often hinges on the ability of facilitators to work with stakeholders and to be a catalyst enabling stakeholders to work together. Success also hinges on the establishment of balanced stakeholder working groups, where all sectors are represented.
- Whether there is sufficient time to complete a negotiation-style process. A consultative-style process involving workshops and open houses may allow for tighter project timelines.

Voluntary Implementation versus Regulatory Implementation

The GBRAP process is a predominately voluntarily implemented process, where the plan management direction occurs on the ground as a result of stakeholder consensus agreements that are accepted by their memberships and the general public. A small minority of the GBRAP area is recommended for regulatory (legal) closure, where it is considered that there is support for these closures and where there is imminent risk to resources in these areas.

The choice between voluntary implementation and regulatory implementation, in part, depends on the following considerations:

- Whether there is support from key stakeholders and the public for plan implementation without legislative closures. Where implementation is likely to happen without regulation, signage and information may be the most appropriate implementation mechanism. Where there is unknown or minimal support for plan implementation, legislative closure may be considered, depending upon government's acceptance of negative reaction from stakeholders and the public.
- Whether there is sufficient support from key stakeholder groups and the public for voluntary plan implementation or regulatory plan implementation.
- Whether plan results are considered to be stable or unstable. For instance, in the case of the GBRAP, there are many areas where the plan management direction may change in the future as better information becomes available – for such areas it was considered that it may be unwise at this time to evoke legislative road closures.
- Whether there are key resource values that must be safeguarded by legislative closures.
- Whether government or its partners have the ability to enforce legislative closures