Photo: Brian Coles

Mount 7 Trail Plan – Golden Cycling Club

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Submitted to: Golden Cycling Club
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Your Challenge.
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Executive Summary

The Golden Cycling Club (GCC) is responsible for the care and development of non-motorized recreational trails in Golden, primarily focusing on trails that are mountain bike optimized, but which also see volumes of walking, hiking, and running traffic in different areas of the networks. The club manages more than 300 kilometres of trail.

In 2023, the GCC received a grant to update the trail plan for Mount 7 and pursue some detailed and conceptual design projects on the mountain. McElhanney Ltd. (McElhanney) received the contract to revise the trail plan, using the 2018 plan as a base and the club-developed plans for the Moonrakers and Mountain Shadows for guidance.

In preparing this report, McElhanney first identified legal and community constraints within the project area. The environmental review provided guidance for areas to avoid as well as construction measures, given the natural environment, to reduce disturbance.

McElhanney's scope of work included an assessment of all existing trails on Mount 7, an environmental assessment of the project area, and recommendations for trail maintenance, management, and development on the mountain. This work is intended to provide the GCC with direction regarding development over the next five to ten years, as well as support for future applications to Recreation Sites and Trails BC (RSTBC).

This report follows industry best practises and recognizes site-specific conditions. The conceptual layout was completed using 2-metre contours in a desktop exercise and ground-truthed with a site visit. The site visit provided information on site-specific conditions, including the sustainability of the existing trails.

This report is not without limitations. See the statement of limitations in ***Appendix A***.

1. Mountain Biking in Golden

1.1. ABOUT THE GOLDEN CYCLING CLUB

The Golden Cycling Club is the not-for-profit organization responsible for the development, management and protection of many of Golden's non-motorized trails.

"In the mountain town of Golden, BC we understand that biking is fun. Serious fun. We have four trail networks and a bike park to prove it. Building and maintaining these networks takes some serious effort – physical, spiritual, and administrative. That is why the GCC was created."

Vision

To offer an exhilarating mountain biking experience for all riders.

Mission Statement

We create and promote opportunities for mountain biking in the Golden area, while also acting as stewards for the trails.

Goals

- To develop and maintain mountain biking trails in a manner that is respectful of public lands and its stakeholders.
- To foster community involvement in trail development.
- To encourage participation in mountain biking by offering or facilitating events and skills development opportunities for mountain bikers of all ages.
- To advocate for mountain biking within the broader discussion about recreational opportunities in the Golden area.
- To moderate trail use by public and commercial users.

~ Golden Cycling Club ~

Since 2018, the GCC has purposefully undertaken a number of planning exercises, including the 2019 production of the Mount 7 Trail Development Plan (LARCH Landscape Architecture), a strategic plan (2021, Small Solutions Big Problems), and development plans for Mountain Shadows and the CBT / Moonraker networks. The 2023 revitalization of the Mount 7 Trail Plan is accompanied by an environmental assessment and detailed design work for future trails on Mount 7.

Figure 1: Golden Cycling Club Fast Facts

Kilometers of Trail
180 km

Trail Networks
Mount 7
Mountain Shadows
CBT Mainline
Moonrakers

Membership Revenue
2023: $48,700
2022: $42,600
2021: $22,700

Sponsorship Revenue
2023: $26,800
2022: $19,600
2021: $1,200

2023 Events
Youth Development Camp
Golden 24
Volunteer Trail Crew (xx)
Furious 5
Hot Dogs and Cool Whips
30x30 May Challenge
Movies with GCC (2)
Phat Burner Race
Thanksgivin'er

Volunteers
2023: TBC
2022:157
2021: 109

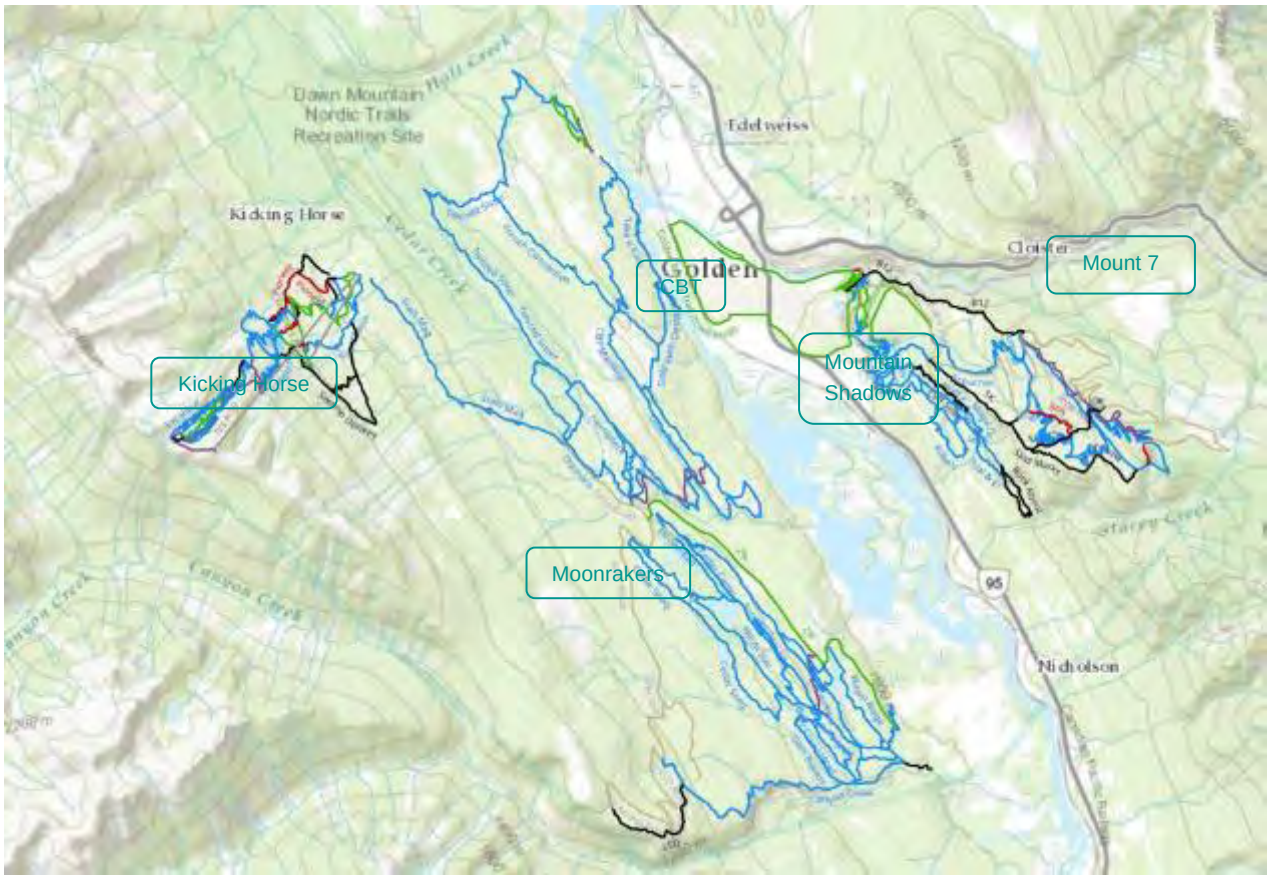
Membership
2023: 849
2022: 812
2021: 326

Directors
2023: 10
2022: 13
2021: 13

Year Established
2002

Affiliations
Golden Trails Alliance
Town of Golden
Columbia Shuswap Regional District
Golden Outdoor Recreation Association

Partnership Agreement Areas
Mountain Shadows, Moonrakers



1.2. GOLDEN CYCLING CLUB OPERATIONS AND CAPACITY

A strengths, weaknesses, opportunities, and threats (SWOT) matrix was developed by the project team based on local knowledge, experience and discussions with GCC board members. The SWOT is found in ***Appendix B***.

1.2.1. History

The GCC was formed in 2002 to support the rapidly growing Mount 7 Psychosis Race. This Red Bull-sponsored event was coined as the longest downhill race in the world in the heyday of shuttle-access downhill riding. While the event raised significant funds for the club, it also had a heavy volunteer toll and was hosted for the last time in 2008. As the Mount 7 Psychosis event wrapped up, the GCC was able to turn their attention to other trail network developments in Golden.

At the time the GCC was formed, there were several downhill trails on Mount 7 as well as a cross-country network near Cedar Lake known as the Moonrakers. These two networks serviced the primary cycling demand of the time, for a mix of adrenaline-focused downhill riding and endorphin-generating cross-country riding. As the GCC turned their focus from events to trail management, intentional expansion of the Moonraker network was undertaken and informal networks, such as Mountain Shadows were adopted.

During the 2010s, the GCC has largely been focused on advocacy and getting trail networks adopted and protected. Specific gaps in the trail system have been identified and addressed, including epic-style cross country loops and connectivity between existing networks. These projects included a $500,000 investment in developing the Schacher Trail on Mount 7 from 2015-2018.

The GCC is now considering trail projects that can be pursued in the next five to ten years. Mount 7 has been identified as an area that needs additional protection and also has terrain that can be developed into progressive trail opportunities near town.

A full history of the GCC can be found here: https://goldencyclingclub.com/our-history/

1.2.2. Trail Networks

There are five primary trail networks and 302 km of trail servicing the cycling community and visitors. Not all are managed by the GCC.

Table 1 - Primary Trail Networks in Golden

Network	Style	Managed By	Description
Mount 7	DH Enduro	GCC	Shuttle access downhill (DH) riding serviced by an access road and one climbing trail. Network typified by extremely steep fall-line riding.
Mountain Shadows	XC Flow	GCC	The core network is contained on municipal lands and has been intentionally designed for skill progression and family-friendly / kid-appealing riding, with a number of green trails, a bike skills

			park, and some short flow trails. The larger network, beyond town boundaries, features technical cross-country (XC) style riding.
CBT	XC Enduro	GCC	This network provides a critical connection to the northwest between town and the Moonrakers. It has a number of XC-style bi-directional trails with flow features, and one flow-style single direction trail.
Moonrakers	XC Enduro	GCC	Old-school tech XC style riding, with some newer, smoother XC trails. This network connects directly along Canyon Creek to Nicholson. One shuttle DH trail (LSD) and two connections to the KHMR networks (T4 and ScalliMag).
KHMR	DH (Lift Access)	KHMR	KHMR is not managed by or partnered with the GCC. This network features lift-access DH and some XC / Enduro style riding in the alpine.

1.2.3. Community Involvement

The GCC has been a popular and well-known club in Golden since its inception. The community is full of avid cyclists and the sport seems to transcend and blend the motorized and non-motorized community as many trails and staging areas are shared and, historically, trails have been developed in unison.

Golden is home to three bicycle speciality retail shops that have more than five employees. Two of these shops operate year-round, selling skis and snow-based sport equipment in the winter months. Two of the shops and Kicking Horse Resort also offer rental bikes.

Membership and volunteerism within the GCC has grown steadily since inception. The club has traditionally had a large and passionate board of directors and committed trail maintenance volunteers. Club membership was relatively steady through the 2000s, and started to see increases in 2014-2019 when the Annual General Meeting (AGM) was promoted as a major social event and fundraiser. Since the 2020 pandemic, club membership has further ballooned.

The GCC has typically had a small and committed group of trail maintenance volunteers who have done the lion's share of the annual maintenance and trail development projects. An intentional expansion and development of the GCC's trail stewardship volunteer program has seen the volunteer pool grow substantially, with more than 20 people attending weekly trail maintenance events.

A five-week spring kids bike skills camp has had more than 100 participants most years, over the past five years. This inexpensive, high-value series of skill sessions for youth is supported by tens of adult volunteers who lead and teach the skill clinics.

The club has recently received public funding from the Town of Golden to pay for annual trail maintenance and now has a General Manager (part time, year-round) and trail crew (full time, summer). Grant funding from Columbia Basin Trust (CBT) has further bolstered the trail crew funding and the paid staff has reached as many as five people at one time.

1.2.4. Financial Stability

Following the success of the Mount 7 Psychosis, the GCC enjoyed a period of financial stability. Event revenues supported grant-financed capital projects, while insignificant membership revenues could be reserved for insurance and operating costs. As the savings started the dwindle, the club entered a multi-year arrangement with the Town of Golden and partners to receive funding through the Resort Municipality Initiative (RMI). This funding, of approximately $35,000 per year, has been used to support the trail crew. Other grants have been pursued for capital projects.

Since the 2020 pandemic, the GCC has seen membership revenue double from $20,000 / year to nearly $50,000 / year, in part due to an improved signage program that has direct links to purchase club memberships at trailheads and trail junctions. This revenue has been used to support grant-funded projects and cover general administrative and operational expenses.

The GCC has also expanded their corporate sponsorship program. Sponsors have the opportunity to sponsor the club, a trail maintenance night, or one of a series of events hosted by the club. The increase in available sponsorship properties has resulted in an increase of $20,000 / year in sponsorship income over the past three years.

With the additional and recently ballooning income the GCC is in a strong financial position with cash reserves.

Photo: Brian Coles

2. Benefit of Trails

Trails provide a wide array of benefits to users, the communities in which they exist, as well as the environment they are a part of, and Golden is no exception. At the core of these trails are the four pillars of trail sustainability (***Figure 2***).

Figure 2: The Four Pillars of Trail Sustainability (McElhanney, 2017)

These factors of trail sustainability go hand in hand with the social, environmental, safety, and economic benefits that trails can provide.

2.1. ENVIRONMENTAL AND SUSTAINABILTY BENEFITS

An important aspect of trail development and maintenance is stewardship of the land upon which the trails are built. Trails provide land stewards the ability to provide access to wilderness and nature settings on a minimal footprint and with as little impact as possible. Trails also provide an opportunity for people to interact and experience the environment in an immersive way. By providing a direct lens for users to view nature, trails contribute to larger scale environmental benefits through their stewards and their users.

Trails, and trail networks that are planned, constructed, and managed with sustainability in mind can exhibit numerous environmental benefits. Effective user management on trails that are well designed, offer desired user experiences, and are part of a diverse network intended to meet the needs of all users can result in a near-complete reduction in off-trail impacts. When trails provide what users are looking for, they stay on them, thereby reducing human impacts in sensitive areas off trails. The 2017 article *A*

Framework for Understanding Off-Trail Trampling Impacts in Mountain Environments (Butler and Martin 2017) found that off-trail trampling leads to decreased plant cover, decreased biodiversity, and increased soil compaction.

Networks that provide a diverse set of trail experiences also see a reduction in undesignated trail building which prevents further off-trail impacts. Undesignated or informal trails are often located in steeper and more rugged terrain which may lead to increased erosion. Trails that are designed with sustainable grades, proper water management techniques (such as rolling grade dips and grade reversals), and adequate out sloping can effectively mitigate erosion and will cost less time and money to maintain long term. Erosion degrades the trail surface and user experience, and it also causes sedimentation that may enter waterways and impact fish habitat. It is especially important for trails located near creeks and streams to be constructed and maintained in a way to minimize erosion.

When trails are designed with sustainability and user experience in mind, not only will they keep users on the trail, but they will reduce the overall impacts of the trail itself. While recreation is perceived to have lesser environmental impacts that industrial uses of the land base, there are still environmental impacts that must be mitigated to ensure that our wild and special places remain wild.

2.2. SAFETY AND MANAGEMENT BENEFITS

Safety and user management are very important factors in the management of trails and trail networks. User safety through appropriate trail difficulty ratings, trail access, and potential user conflict are key considerations when planning and designing trails and trail networks. When designed correctly, trails can provide a variety of safety and management benefits in comparison to no trails at all.

Appropriately designed and managed trail systems can reduce unauthorized trail building. Unauthorized trail building has a number of safety and management concerns, not the least of which include the ability of search and rescue teams to find injured rides in case of an incident or accident. Beyond emergency response, undesignated trails often do not follow good trail planning, design, or construction principles. On undesignated trails, trail and feature difficulties are often not posted, fall zones are frequently not maintained for safety, and user conflicts will often arise from poorly sited intersections or conflicting use types. When trail systems are designated and managed, trail stewards can manage and address these risks.

Managed trail systems typically feature effective and comprehensive signage and junction planning. Not only does effective signage and network connectivity prevent users from getting lost, but it may also ease response times if a user needs assistance or rescue. For example, on Mt. Yamnuska in Alberta, trail refurbishments and signage improvements in 2021 decreased the number of annual search and rescue callouts from over 80 to less than five.

The experience in most “Trail Towns” has shown that a purposefully planned and constructed trail network that is actively managed by the landowner reduces safety and management issues. The first step in a managed trail network is having a passionate stewardship group to lead the initiative. Where trail user objectives are met, and thoughtful planning and management is carried out, safety incidents and management conflicts may be significantly reduced.

2.3. SOCIAL AND HEALTH BENEFITS

Trails, and the physical activities that are undertaken on them, contain a host of physical and societal benefits that stem from simply getting outside and getting moving.

There are many studies that illustrate the health benefits of physical exercise. “A community walking / bicycling trail can be a relatively low-cost intervention that may facilitate physical activity by reducing barriers related to cost, convenience, and accessibility. Moreover, because the trail is a permanent fixture within the community, it may facilitate the maintenance of a physically active lifestyle” (Gordon et al. 2004). Gordon et al. (2004) also found that the proximity of trails to users impacted the initiation of physical activity and that new exercisers are less likely to travel far distances to access trails than habitual users.

In 2011, Recreation Sites and Trails British Columbia (RSTBC) commissioned a study to investigate the impacts of recreation sites and trails. The study, *The Social and Economic Impacts of BC Recreation Sites and Trails (2011),* found that “use of recreation sites and trails contributes to increased health and activity of regional populations by providing an easily accessible and low-cost form of physical activity. In the current context of rising obesity rates and concerns over adequate physical exercise, having accessible and affordable opportunities for exercise are important components of an overall provincial strategy to reduce health care costs. We estimate usage of recreation sites and trails results in avoided provincial health care costs of between $4.4 million to $6.7 million annually.”

Beyond the physical health benefits of outdoor physical activity, there are numerous social benefits. As highlighted in *The Social and Economic Impacts of BC Recreation Sites and Trails (2011),* “Creating and maintaining sites and trails often relies on partnerships that include private companies, local municipalities, First Nations advocacy groups and residents. RSTBC has created collaborative partnerships that have helped to foster a culture of community pride”.

Individually, a November 2020 study (Leger, 2020) showed that 95% of Canadian trail users, are using them to enhance their mental health. Access to nature (99% of Canadian trail users indicated this was a motivation to use trails) and the mental health benefits associated with being in natural environments is a key driver for trail use. Research indicates that time spent in nature is connected to cognitive and mental health benefits, as well as improvements in mood and emotional well-being.

There is no question that trails in natural environments provide significant physical and social health benefits.

2.4. ECONOMIC BENEFITS

Trails have a widely documented positive economic benefit to the areas in which they are located. Trails-based and ecotourism are now commonplace in British Columbia, drawing tourists from around the world to come experience the natural beauty the province has to offer. Visitors come to BC for the sights, scenery, and activities, and they also introduce collateral benefits to the locations in which they visit, stay, eat, and purchase goods. Beyond tourism economic impacts, there are also local economic benefits associated with population migration to desirable towns and communities. As opportunities to work

remotely become more frequent, white-collar families are migrating to lifestyle locations and increasing regional economic outputs. These two economic drivers have benefits for small towns surrounded by trails.

The tourism-related economic benefit is the attraction and subsequent spending of visitors from outside areas. As described in the 2020 document *Trekking our Trails: The Benefits and Significance of Canada's Trail System*, "Users of the trail will typically spend on non-durable goods such as food and beverages, on durable goods such as equipment related to trail use, and on overnight accommodation." Further the 2011 RSTBC study found that "recreation sites and trails provide venues for tourists to enjoy the outdoors and engage in various recreational activities. Recreation site and trail systems have a strong potential to attract a substantial number of visitors to a particular region thereby increasing opportunities for existing businesses and services while creating new recreation and tourism-oriented enterprises (e.g. outfitters, cabin rentals, hotels, gift shops, supplier outlets etc.)."

Figure 3: Tourism Golden Visitor Study

According to Tourism Golden's visitor studies, mountain biking is shown to be one of the top five reasons to visit Golden, and one of the top five activities to do once in Golden (***Figure 3)***. These statistics represent the legitimate draw that mountain biking has in Golden, and the associated economic benefits it provides to the community. The GCC is currently undertaking an economic impact study that will provide results from 2023 when published in 2024. This study will identify and quantify trends across various spending trends by visitors and locals specific to cycling tourism.

Residents also value trails. A 2014 compilation of Economic Impact Studies on Pink Bike found that the majority of mountain bikers (55%) had household income levels greater than $80,000. An increase in a higher income bracket population also provides economic benefit locally. One especially important economic benefit applicable to the development itself is the appreciation of property value relative to trail proximity. "In Indianapolis, researchers found that a high-profile, destination trail was associated with an 11 percent price premium for homes within a half mile of the trail." (Lawson, M. 2016). As demonstrated through several case studies, residents in close proximity to trails strongly value the recreation assets and these assets play a significant role in their decision to reside in a certain area. In the 2016 Squamish Mountain Biking Economic Study (Mountain Bike Tourism Association, 2017), local riders were asked to rate the importance of the trail system in their decision to live in Squamish. Over 80% of respondents indicated that the mountain bike trail networks were a "very important to important" part of their decision to live in the area.

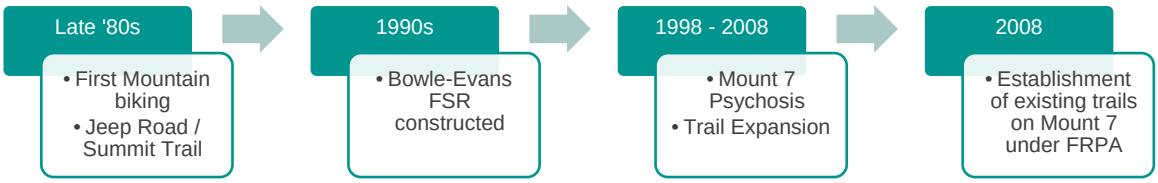
3. Mount 7

Mount 7 is a hotspot for recreation activity for residents of Golden and the surrounding rural Area A of the Columbia Shuswap Regional District. The recreational network is highly used by local residents and draws thrill seeking visitors throughout British Columbia, Alberta, and internationally.

Mount 7 (**Beaverhead Peak)** is a prominent mountain peak in the Canadian Rockies located in close proximity to Golden, BC, southeast of the municipal boundary. The name refers to the unique characteristic of the mountain to form a visible "7" as the snow melts from the summit and is typically visible from the town of Golden for several weeks from mid-May to early July.

3.1. EARLY MOUNTAIN BIKING ON MOUNT 7

Figure 4: Mount 7 Early History



It is unclear exactly when mountain biking first started on Mount 7, or who achieved the first descent, but it is predicted to be the late 1980's or early 1990s. Early days of mountain biking on Mount 7 involved riding up the old jeep road (which was still active) and down the Summit Trail.

Bowle-Evans FSR was constructed in the mid-1990s to provide better access to forestry resources on the mountain. The addition of a more accessible and larger access road accelerated the pace of recreational use on Mount 7. The first major mountain biking event, the Mount 7 Psychosis, was held in 1998. The Psychosis Course used only part of the Summit Trail, showing the rapid growth and popularization of mountain biking and use of the mountain. The Mount 7 Psychosis was hosted for a decade from 1998 to 2008, growing in popularity and international acclaim, with winners and podium places being captured by locals and mountain bike legends alike.

In the spirit of mountain biking as an alt-culture recreation choice, most of the trails on Mount 7 were constructed without government permissions. The Forest and Range Practises Act (FRPA) was established in November 2002 and provided the mechanism by which the trails could be established. It was not until the mid-2000s, though, when the existing trails on Mount 7 were established under FRPA's Section 57.

3.2. SHARED RECREATIONAL USE OF MOUNT 7

The Mount 7 recreation network caters to several diverse recreational user groups.

Air Sports – Arguably the first recreational use of Mount 7 was by the pilot community. Mount 7 is recognized as one of the top mountain flying sites in North America, if not the world. Hang-gliders and paragliders developed the launch site on Mount 7's north ridge and regularly maintain the site and site infrastructure. Three other launch sites exist on Mount 7, including ones at 5 km, 9 km and near the summit ridge, north of the main launch site at 14 km on the Bowle-Evans FSR. Air sport events are hosted annually on Mount 7 with hundreds of competitors. The site is also regularly used for lessons, instruction, commercial tandem flights, and more. Distance records are often attempted from Mount 7, including flights to the Montana border, and across the Rockies or Columbia Mountain Ranges.

ORV and Motorized Use - The ORV community uses Mount 7 throughout the year. In the summer, the jeep road is used by off-road motorbikes and quads or side-by-sides. The main Bowle-Evans FSR is also used by jeeps, trucks, quads, and side-by-sides, some outfitted with bike racks for early and late season access as the road undergoes freeze-thaw conditions. Snowmobile tours and local traffic occasionally use the FSR in the winter months and evidence of campfire activity is often evident at the launch site. Most off-road motorcycle and trials motorbike use is centered on the lower mountain, in the Mountain Shadows trail network, where rugged rocky outcrops provide more technical challenge.

Pedestrian Activities – As trail running increases in popularity, Mount 7 has become a popular destination for it's rapid vertical, amenable mid and upper mountain climate, and easy access to the alpine. Trail runners are most often seen on Schacher and Summit trails or using the access trail to the Mount 7 summit proper. A trail from Nicholson to the upper launch site on Mount 7, known as the Cedar House Trail, is used as a descent by mountain bikers and as an ascent by paraglider pilots and hikers / runners.

A popular spring / early summer activity is to hike to the 7, a remnant of snow that evades the early season melt and typically remains in the shape of a 7 until early summer, and "ski the 7" as it melts away. In the winter months, cross country skiing or ski touring is an occasional use of the main Bowle-Evans FSR.

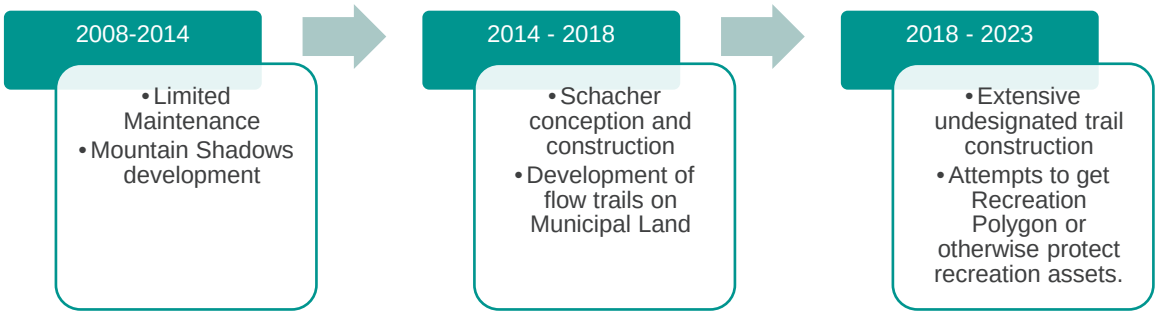
Rock Climbing – Rock climbing is an increasingly popular activity on Mount 7. The climbing crag was typically accessed through the Mountain Shadows network from Almberg Road in Nicholson. However, parking constraints and frustrations have resulted in the climbing association requesting a trail be developed from 5 km to the crag. A new parking lot and outhouse was recently installed by RSTBC at the 5 km point of the Mount 7 FSR to support this activity, in addition to mountain bike activities. Trail development to the crag is expected to commence in the coming years.

Equestrian – Use of Mount 7 is extremely infrequent and typically only on trails or routes that do not intersect the mountain bike trail networks.

Non-Recreational Use – Aside from recreational use of the mountain, Mount 7 has other interests, including forestry, trap-lines, guide outfitters, and mineral licenses.

3.3. CURRENT STATE OF MOUNTAIN BIKING ON MOUNT 7

Figure 5: Current State of Mount 7



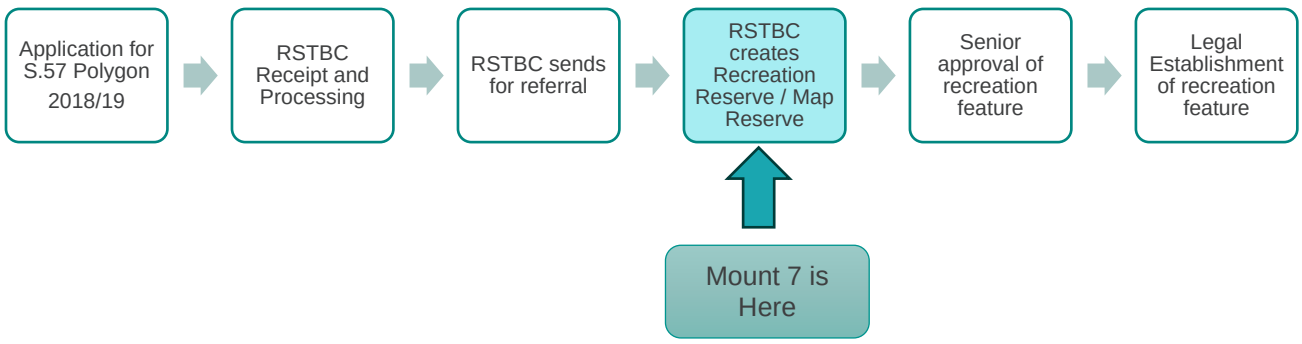
Through time, many of the well-loved Mount 7 trails have seen a deterioration of condition through heavy use and lack of consistent maintenance. The completion of the Schacher Trail in 2018 represented the beginning of a new era for Mount 7 as trails users can now ride, walk, or run from the Town of Golden to the summit of Mount 7. The Schacher Trail is a designated blue bi-directional trail, 15.3km in length with an elevation gain of 1,625 vertical metres (5,331 feet). This trail serves as a mainline trail to the summit recreation site, creates opportunities to connect and optimize the Mount 7 recreation network, and is the first semi-flow style trail on upper Mount 7.

Since 2020, trails on Mount 7 are receiving regular maintenance from a paid trail crew as a result of the increased membership revenue and Resort Municipality Initiative funding. This maintenance and repair have kept the trails in better condition.

In 2018, the Golden Cycling Club made an application to RSTBC for the approval of a Section 56 Polygon for the Mount 7 recreation network, which if approved, will serve as a catalyst for other strategic short- and long-term objectives expediting the approval process. As of 2023, the polygon is noted in the government databases as a recreation reserve, or map reserve, which is an intermediary designation prior while the process of designation occurs.

Other than the Schacher Trail and the trails established in the 2000s, there have been no additional trails authorized under FRPA on Mount 7, although trail construction continues to occur in the wild and untamed spirit of the mountain. In July 2023 there were 16 authorized trails, totalling 34 km; compared to a total of more than 40 trails and 47 km inventoried.

Figure 6: Current state of recreation site and trail formalization on Mount 7



3.4. GOALS OF THE TRAIL NETWORK

In 2018, the GCC board of directors, in partnership with LARCH Landscape Architecture, established the following Vision Statement and Guiding Principles. The complete Mount 7 Trail Development Plan (submitted in January 2019) can be found in ***Appendix C***.

Vision Statement

The Mount 7 recreation network is a world class all-mountain recreation network embracing the classic fundamental aspects of freeride and downhill mountain biking. The steep, rugged terrain of Mount 7 is celebrated showcasing a diverse network of well designed, intelligently connected, sustainably constructed, and well-maintained all mountain trails which are considered a valuable asset to the community and draw visitors regionally and internationally.

Guiding Principles/ Goals

- Celebrate Mount 7's steep and rugged terrain
- Improve sustainability for the development and maintenance of advanced trails and existing infrastructure
- Foster environmental stewardship and designated trail use
- Recognize indigenous and cultural values
- Improve connectivity and trail loop opportunities
- Improve signage and wayfinding throughout the recreation network
- Improve the diversity of trail types on Mount 7
- Develop more hard blue / black trail opportunities
- Develop a modern jump line trail on Mount 7
- Improve safety for existing natural and TTFs
- Recognize the value of sensitive or unique natural areas, wilderness, wildlife
- Collaborate and foster relationships with private landowners, woodlot licensees, and other stakeholder groups
- Utilize relevant and current industry best practises for trail development and maintenance
- Use an asset management approach to trail development and maintenance
- Improve risk mitigation and resiliency to major environmental events (i.e. windstorms).

4. Regulatory Review

4.1. LOCAL CONTEXT

Recreation has been intentionally developed and planned within the Golden area since the late 1990s, when the first work developing the Golden Backcountry Recreation Access Plan was initiated. As such, there are a number of plans that overlap on Mount 7.

4.1.1. Golden Backcountry Recreation Access Plan

The Golden Backcountry Recreation Access Plan (GBRAP) was initially developed between 1999 and 2002 to address the steady growth of public and commercial, motorized, and non-motorized recreational activities in the Golden area. The intent of this plan was to establish a decision-making process to resolve recreational issues of the time and going forward in the Golden Timber Supply Area (TSA), an area of approximately 9,000 square kilometres. Factors that were considered in the formation of the plan included public recreation areas and access requirements, the requirement for promotion and certainty of tourism, and the need to conserve important wildlife habitat into the future. The outcomes and direction of the GBRAP Plan were derived through consensus-based negotiation between key stakeholders and through public consultation.

The Mount 7 recreation network is classified in the GBRAP Plan with the RM3 (Recreational Use) designation. The RM3 designation is given to areas able to accommodate for moderate to high levels of recreational infrastructure and use. These areas are considered opportunities for the provision of high use recreation activities and infrastructure levels. A high number of managed recreation trails, routes, and sites may be present and a high acceptance of recreational changes to the landscape are permitted, however careful consideration must be given to domestic water licences, sensitive vegetation communities, erodible soils, woodlot licences, and private landowners (GBRAP 2002).

4.1.2. Regional Trail Strategy

A Regional Trail Strategy for Golden and Area A was undertaken in 2017-2018. The Regional Trail Strategy built upon the foundation of the GBRAP Plan and represents an extensive community and stakeholder driven process. This resulted in a strategic planning document for motorized and non-motorized recreation use and development throughout Golden and the surrounding rural Area A. The Regional Trail Strategy includes a number of recommendations specific to the Mount 7 region and recreation network:

Table 2: Regional Trail Strategy Recommendations

Number	Recommendation	Completion
71	Establish a trailhead and signage at the Mount 7 – Summit Trail from Staging Area.	Complete
72	Complete Schacher Trail to Mount 7 Summit: Maintenance and Sustainability improvements.	Complete
73	Plan and develop new trails off the Schacher Trail to create a looped trail network.	Partial – recommended in this plan
74	Analyze and improve existing designated / undesignated Mount 7 trails.	Partial – recommended in this plan
75	Establish a staging area at base of Snake Hill / Tailgate (Shared with GORMA, Equestrian, etc.).	Incomplete – not recommended as part of this plan
79	Establish a Schacher staging area between 6.5 km and 10 km.	Incomplete – recommended in this plan
80	Design and construct a jump / flow trail on Mount 7.	Partial – recommended in this plan
82	Improve overall signage on Mount 7 to indicate shared use trails.	Incomplete - recommended in this plan
83	Work with Recreation Sites and Trails BC to establish a recreation area for the Mount 7 and Mountain Shadows Trails.	Partial – currently recognized as recreation reserve.

4.1.3. Mount 7 Survey and Trail Plan 2018

In June 2018, the Golden Cycling Club conducted a community survey specific to Mount 7 in an effort to further understand the use patterns and future needs of their membership base. The club also conducted a broader recreation network survey in October 2018. The Regional Trail Strategy and the GCC Community Surveys highlight a strong interest in the Mount 7 recreation network and a desire for the improvement of advanced trails in the area.

The Mount 7 Trail Development Plan (attached in ***Appendix C***), completed by LARCH Landscape Architecture in January 2019, represents a long-term vision and detailed workplan to modernize, improve sustainability, and to provide an actionable phased approach to recreation development within the Mount 7 recreation network and RSTBC polygon.

This plan had four recommendations, included in ***Table 3*** below. Trail difficulty rating colours and symbols are defined in Sections 6.1.3 and 6.1.4 (below).

Table 3: Mount 7 Trail Plan (2018) Recommendations

	Recommendation	Completion
1	Trail A – The proposed Trail A (name to be determined) represents an important connection from the existing parking lot near the top of Mount 7 (not at the para-glider launch site) traversing the northeast aspect of Mount 7 connecting to the Bowle-Evans Forest Service Road between the Schacher mid-point trailhead, 6.5km, and B52. This proposed trail will provide many interesting loop ride options from the Schacher Trail, connecting to other existing well used designated trails. The proposed trail will be downhill travel only. Trail A is intended to be hand-built singletrack (not machine built track).	Incomplete – partially recommended as part of this plan (with significant adjustments)
2	Jumpline Trail (black) - The proposed Jumpline Trail responds to an identified gap in existing infrastructure combined with an increasingly high demand for a modern Jumpline Trail within the Mount 7 / Mountain Shadow recreation network. The proposed Jumpline Trail would create an important connection to the existing 3km (True Value) Trail. The proposed Jumpline Trail begins with a black level of difficulty and will be machine built track to the proposed parking lot and private land boundary. After this, the Jumpline Trail transitions to a blue level of difficulty with ride around options and will be hand-built track. The proposed trail will be downhill travel only but the adjacent Schacher trail offers riders an uptrack option to access the Jumpline Trail as a loop.	Incomplete - recommended in this plan
3	Summit Connector - The proposed trail responds to a need to connect the popular Summit trail as it currently dead ends at the Bowle-Evans Forest Service Road. This hand-built trail will be downhill travel specific. The trail is intended to be playful and fun using natural features from small jumps and rollers. The trail experience is intended to be similar to the Summit Trail ensuring that downhill bikes will not require extensive pedaling. Note the existing terrain in this area is challenging and further assessment and alignment refinement is required.	Complete
4	Schacher Final Phase - The proposed trail responds to a need to connect one of the most well used access trails (7 Up) to the popular Schacher trail. At present the Schacher Trail is accessed by riding along the Bowle-Evans Forest Service Road for approximately 1,400 meters. This family friendly trail will be a difficulty rating of Blue and will be hand-built singletrack. The trail will be primarily a climbing trail but will accommodate bi-directional travel.	Incomplete - recommended in this plan

4.1.4. Inter-relationship with Other Networks in Golden

Mount 7 is one of five mountain bike trail networks that exist in Golden, and one of the four managed by the GCC. Each network has been cultivated to have a unique style and purpose, with Mount 7 servicing the more advanced gravity focused style of riding. While some progressive and easier trails have been

developed within town limits on lower Mount 7, the majority of the trails on the mountain are geared toward experienced and expert level riders. A summary of the other networks is found in ***Section 1.3.2***.

4.2. REGULATORY CONTEXT

Mount 7 is predominantly located on BC Crown Land and authorized for recreational use through Recreation Sites and Trails BC. There is a parcel of privately owned land lower on the northwesterly side of the mountain. The band of land closest to the Columbia River, below Bowle-Evans FSR is municipally managed and may be issued for development in the future.

4.2.1. Recreation Sites and Trails BC

Recreation Sites and Trails BC manages recreational activities on BC Crown Land under the Forest and Range Practices Act (FRPA). Accompanying and guiding the application of FRPA is the Recreation Manual, of which Chapter 10 applies to recreation trail management.

Appendix D contains more information on how to apply for crown land use in BC, and the relationships between FRPA Section 57 and Section 56 authorizations and Partnership Agreements.

Recreation Sites and Trails BC has publicly stated that they are limiting the number and slowing the process of applications for trail development. This implies that organizations wanting to develop trails must illustrate excellent planning and a community or network need for trail development. This current procedural hurdle may be related to the efforts the BC Government is making to co-govern the land base with BC First Nations and may be expedited once a new procedure of co-government is in place.

The FRPA is administered locally by a District Recreation Officer (DRO). The District Recreation Officer for the Golden and Mount 7 area is currently Trevor Hann. Trevor is based in Invermere, BC.

4.2.2. Mountain Bike Trail Development Standards

Mountain bike trail development and design standards for trails on BC Crown Land are currently outlined in Chapter 10 of the Recreation Manual. This chapter was last updated in December 2000 and is outdated relative to modern mountain bike trail development; recognizing principles related to water and erosion management have not changed.

In 2021 RSTBC released a draft provincial Mountain Bike policy, a new set of trail design standard, and a signage standard. Feedback was received and compiled on these drafts and there is no news as to when the policy and standards may be updated and re-released or adopted.

In the absence of a modern document from RSTBC most DRO's recommend the use of IMBA's trail guidelines (2004) or Whistler's trail standard (2003), which are also both dated with regards to modern styles of jumps and flow trails.

In 2022 RSTBC was moved from the Ministry of Forests to the Ministry of Environment and Climate Change, effectively placing it under the same Ministry as BC Parks and joining all outdoor recreation under one umbrella. There is currently a strategic planning and visioning process occurring to guide

recreation development on Crown Land, as a conjoined effort from RSTBC and BC Parks. This work may lead to a modernized set of guidelines and standards for both organizations.

4.2.3. Ministry of Forests – Road Use

The Bowle-Evans Forest Service Road (see ***Figure 7***) is the sole access to the recreational terrain on Mount 7. As an FSR, the road is under the responsibility of the Selkirk Forest District and the applicable Road Use Permit (RUP) holder, currently Pacific Woodtech.

Figure 7: Bowle Evans Road / FSR

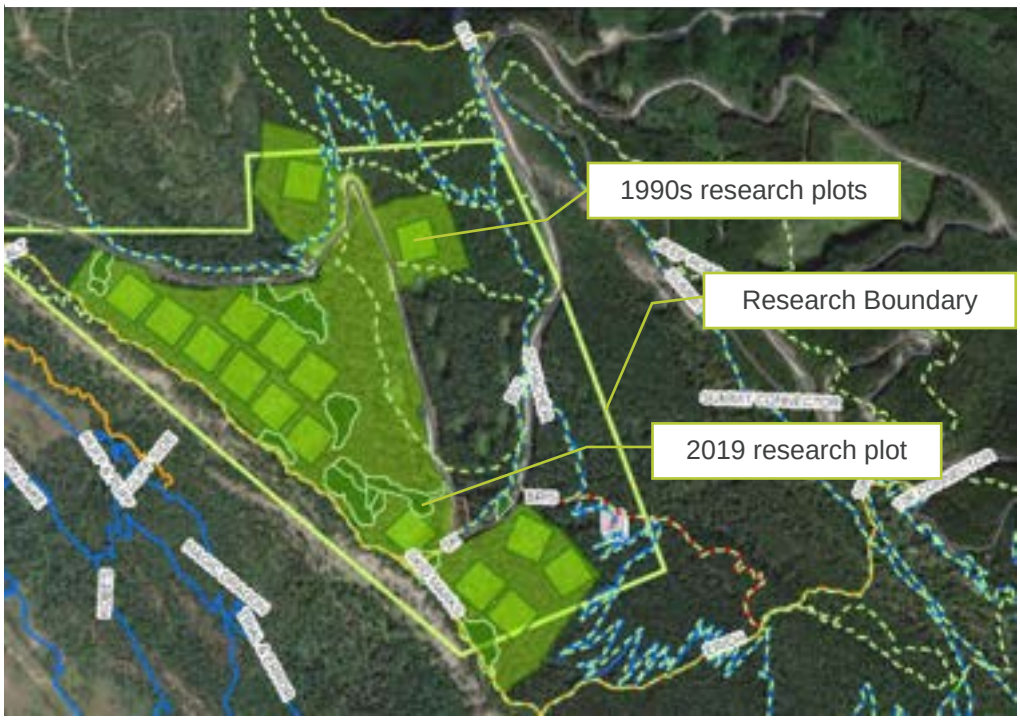
The RUP holder is responsible for any construction, maintenance or management associated with the FSR. Occasionally, with permission from the RUP holder and the Selkirk First District, another party may undertake road maintenance or improvements. In 2022, the DRO covered the cost of grading the Bowle Evans FSR to accommodate safe recreational access.

The Bowle Evans FSR is currently a major weakness of the Mount 7 trail network. The road sees significant use, upwards of 100 vehicle passes on weekend days during the summer months, and with no active forestry on the mountain there is no maintenance provided by the RUP holder. Grading the road and undertaking requires heavy equipment, engineering, and costs beyond what the GCC can accommodate in their yearly budget. As the GCC does not hold the RUP or have any legal agreement on the road, they are unable to apply for grants or funding to undertake capital repairs.

4.2.4. Ministry of Forests – Research Installation

A forest research installation takes up the majority of terrain on the lower slopes of Mount 7 (***Figure 8***). The site is a long-term silviculture systems research site established in the early 1990s to look at opportunities to manage for multiple values (timber, visuals, biodiversity and water, among others). There are four treatments within the study area with four replicates each for a total of sixteen research plots. The four replicates are clearcut, low retention, high retention, and no-harvest (or control plot). Measurements in each of these plots are taken prior to harvest, after harvest and at five-year intervals to 25 years. The last measurements taken were in 2019. In 2019 measurements for forest carbon were added to the study and the project now considers both tree growth and carbon storage / sequestration values.

Figure 8: Mount 7 Forest Research Plots



In 2017 a major wind effect caused significant windthrow and many of the fallen trees were showing signs of Douglas Fir beetle. After this event the Ministry added a new research project on climate adaptation. The new project plots were first salvaged logged and then put in a climate change study where both “normal” species and populations (seed lots) were planted as well as potentially climate-adapted species and populations, based on climate adaptation models. Four larch populations, four douglas fir populations, two ponderosa pine populations, one western white pine, one spruce, and one western red cedar population were planted in 2021 about six weeks before the heat dome event. The first measure on these populations was completed in 2022.

From a trail development perspective, absolutely no trail new trails will be permitted through the research plots. Trails may be considered within the outer research boundary, depending on the siting of the trail and how likely it is to have future impacts on research.

4.2.5. First Nations Interests

Mount 7 is located on the traditional and unceded territory of the Ktunaxa and Secwepemc peoples and is the chosen home of the Metis Nation Columbia River Society. There is currently no official authorization process to deal directly with these nations to gain permission to use their traditional territories. The Outdoor Recreation Council of BC developed a guide “Working in a Good Way” to improving relations with First Nations and progressing trail projects within unceded territories.

When requests for recreational use are submitted to RSTBC, a consultation period is provided to the First Nations peoples for feedback and input. As the BC Government works through the processes of co-government with First Nations peoples, these processes and requirements are likely to change.

There is currently no publicly available information on archaeological or culturally significant sites on Mount 7.

4.2.6. Town of Golden

The Town of Golden municipal lands comprise the lower band of Mount 7 (see ***Figure 9***). The municipal parcels are currently not issued for development and form park or public lands managed by the Town of Golden.

There is no authorization process for developing public trails on Town Land, other than permission needs to be formally issued by administration. The Town of Golden has an agreement with the Golden Cycling Club for management and maintenance of any trails on municipal land.

Figure 9: Property parcels on Mount 7

4.2.7. Private Land

There is one parcel of private land that intersects the trail network on Mount 7 (see ***Figure 10***). Public recreation trails that exist on private land are legally supported by the Occupiers Liability Act (OLA) and several cases in common law. The Outdoor Recreation Council of BC has a guide and sample agreement for developing public trails on private land: "Best Practises for Developing Public Trails on Private Land."

The GCC has established a relationship with and acquired permission from the landowner on Mount 7. The landowner has indicated some requirements, including no machine supported trail construction, for the continued presence of the trail on the private property, which the GCC is able to accommodate and continues to accommodate.

Figure 10: Private property parcel

4.2.8. Arising Interests

Mount 7, with its proximity to town, stunning views, and relative accessibility is a community treasure. As such there are always several initiatives afoot to expand use on Mount 7. The GCC is aware the community is currently trying to establish a community forest, which may be located on Mount 7.

4.3. OVERLAPPING USE

A key consideration in the planning, development, and maintenance of the Mount 7 trail network is overlapping use of the area. Prior to new trail development, all overlapping use interests must be consulted for feedback. Typically, this is the responsibility of the DRO as part of the FRPA authorization process. It is good practice, however, for interested parties to be aware of these interests and potentially reach out to them in advance of initiating projects or applications for support or to address any concerns.

While overlapping interests can and often do provide feedback as part of the development process not one of them has absolute power to stop a recreation application, with the exception of First Nations interests.

An Area of Interest (AOI) report was completed for the Mount 7 recreation polygon to determine overlap with other land interest holders. The report highlights all land interest overlaps that fall within 10m of the specified polygon for Mount 7. The Mount 7 Polygon falls within, or is adjacent to the following government boundaries:

- Town of Golden
- Selkirk Natural Resource District
- Kootenay Boundary Natural Resource District
- Columbia Shuswap Regional District (Electoral Area A)

The report, attached as ***Appendix E***, yielded a variety of land interest overlaps including private land ownership, forest tenures, and commercial recreation interests. Included in this report are a total of 23 legally recognized recreation trails within the Mount 7 network. The key land interest overlaps are summarized below.

4.3.1. First Nations Interests

The Mount 7 project area falls within the traditional territory boundaries for the Ktunaxa, Secwepemc, and Stoney First Nations. A Statement of Intent has been submitted by the Ktunaxa Kinbasket Treaty Council to the BC Treaty Commission to negotiate treaties.

Table 4: First Nations Interests on Mount 7

Nation	Contact	Notification
Ktunaxa	referrals@ktunaxa.org 250-489-5760	Notification of trail development plans, inclusion of maps. Formal consultation will take place through government process.
Secwepemc Shuswap Indian Band	Dwayne Spence, Referrals dspence@shuswapband.ca 250-341-3678	Notification of trail development plans, inclusion of maps. Formal consultation will take place through government process.
Metis Nation Columbia River Society	Shelley MacGregor metisnationcolumbiariver@gmail.com	Notification of trail development plans, inclusion of maps. Request for letter of support or feedback.
Stoney First Nation	403 881-3770 contact@stoney-nation.com	Notification of trail development plans, inclusion of maps. Request for letter of support or feedback. Formal consultation will take place through government process.

4.3.2. Forestry

Forest and natural resource activities are the responsibility of the Selkirk Resource District within the BC Ministry of Forests (MoF). The MoF hold forest tenure and operate forest research installations within the Mount 7 polygon. There is also an active woodlot license, Timber Sale License (TSL), and small-scale salvage license to cut issued within the polygon.

Table 5: Forestry Tenures

Organization/Party	Tenure Type	Contact	Notification
Selkirk Forest District	Forest Tenure Road Section Line – Bowle Evans FSR, Branch 5.4, Branch 6.5, Branch 8.0, Branch 11.7	Selkirk Resource District	Contact tenure holder minimum 5 days prior to industrial use of road. Activities joining up to these roads require a Road Use Permit. Road maintenance agreement may be required for industrial activities.
Ministry of Forests	Ministry Forest Tenure Map Notation	Selkirk Resource District	Avoid area unless planned activity is compatible with the tenure purpose. Contact tenure holder to determine compatibility
Thomas Batten	Woodlot Licence	Tom Batten batten.t.w@gmail.com	Notification of trail development plans, inclusion of maps. Request for letter of support or feedback.
Ministry of Forests	Forest Research Installation	Selkirk Resource District Deb MacKillop 778-671-9143 Deb.MacKillop@gov.bc.ca	Avoid area if any planned activities involve alteration or removal of forest vegetation. Direct questions for exceptions to forest research staff.
Sebastien Brochu-Desrosiers	Forestry Licence to Cut – Small Scale Salvage	Unknown	Notification of trail development plans, inclusion of maps
Pacific Woodtech Canada Holdings Ltd.	Timber Sale Licence	Tim Arnett tim.arnett@pacificwoodtech.com	Notification of trail development plans, inclusion of maps. Contact BC Timber Sales with concerns.

4.3.3. Traplines and Guide Outfitters

There are active traplines and guide outfitters operating within the Mount 7 area of interest. Active traplines are registered to and managed by licensed trappers in BC. Traplines may be for any species and include traps or bait that could be harmful to domestic dogs or other pets. There are no formal requirements to post signage on or near traplines in BC. Special care should be taken when recreating on Mount 7 during active hunting seasons when guide outfitters may be operating.

Table 6: Traplines & Guide Outfitters

Organization/Party	Tenure Type	Contact	Notification
TR0436T001	Trapline	Unknown	Notification of trail development plans, inclusion of maps
TR0436T003	Trapline	Unknown	Notification of trail development plans, inclusion of maps
Donald Wolfenden	Guide Outfitter	Donald Wolfenden Phone: 250-344-7144	Notification of trail development plans, inclusion of maps

4.3.4. Private and Municipal Land

There is a private land parcel, and multiple municipal parcels of land owned by the Town of Golden within the lower portion of Mount 7, below 5K. A shared use agreement currently exists for the Schacher Trail alignment through private land, with the condition that any trail construction is completed by hand and is not machine built. See ***Figures 9 and 10*** (above) for details on parcel locations.

Table 7: Private & Municipal Land Parcels

Organization/Party	Tenure Type	Contact	Notification
Crown Land Parcel ID #011845333	Private Land	Unknown	Shared Use agreement in place. Notification of trail development plans, inclusion of maps
Town of Golden	Municipal	Planning and Development Department planner@golden.ca	Contact Town of Golden to notify of trail development plans, inclusion of maps.

4.3.5. Commercial Use

There are several commercial tenures within the Mount 7 area that apply to both summer and winter seasons. Many of the summer commercial tenures are mountain bike specific and would be directly related to trail use.

Table 8: Commercial Tenures

Organization/ Party	Tenure Type	Contact	Notification
Snowpeak Rentals	Commercial Recreation – Snowmobile	Aaron Bernasconi aaronb@mountainmotorsports.ca 250-344-8175	Notification of trail development plans, inclusion of maps, request for feedback and letter of support.
Robert Burley	Commercial Recreation - Snowcat Tours, Snowmobiling, Summer Miscellaneous	Luke Burley rmrsnowmobiling@gmail.com 250-439-8156	Notification of trail development plans, inclusion of maps, request for feedback and letter of support.
Mathew Yaki (Wandering Wheels)	Commercial Recreation – Mountain Bike	Matt Yaki 250-814-7609 Info@wanderingwheels.ca	Notification of trail development plans, inclusion of maps, request for feedback and letter of support.
Transrockies Inc.	Commercial Recreation – Mountain Bike, Trail Running	info@transrockies.com	Notification of trail development plans, inclusion of maps, request for feedback and letter of support.
Sacred Rides Mountain Bike Holidays Inc	Commercial Recreation – Mountain Bike	888-423-7849	Notification of trail development plans, inclusion of maps, request for feedback and letter of support.
Canadian Enduro League (Formerly BC Enduro Series)	Commercial Recreation – Mountain Bike	info@canadianenduro.com	Notification of trail development plans, inclusion of maps, request for feedback and letter of support.
Shred Sisters Ltd.	Commercial Recreation – Mountain Bike	info@shredsisters.ca 403-688-1055	Notification of trail development plans, inclusion of maps, request for feedback and letter of support.

5. Environmental Assessment

A desktop environmental assessment was paired with field observations to create an environmental protection plan for Mount 7 as part of this project.

The report (attached in ***Appendix F***) identifies environmentally sensitive features on Mount 7 and provides environmental protection measures to preserve these features. The report is intended to guide trail development and maintenance activities to ensure they are in full compliance with relevant regulations, acts, and laws. Implementation of the best practises will assist with mitigation of the expected impacts directly related to the installation and decommissioning of trails on Mount 7.

Mountain biking is not without environmental impacts, as negligible as they may seem in comparison to industrial or commercial activities. For instance, some examples include:

- Clearing trees for trail development will impact nesting for migratory birds at certain times of the year
- Bike tires or shoes may spread seeds of invasive plant species
- Removal of vegetation and repetitive use compacts the soil limiting the ability for native plants to regenerate
- Fall line trails cause erosion which may lead to sedimentation in fish bearing waterways
- Shuttling and vehicle traffic results in greenhouse gas emissions and climate change
- High speed trail use in areas with poor sightlines can lead to surprise and aggressive wildlife encounters

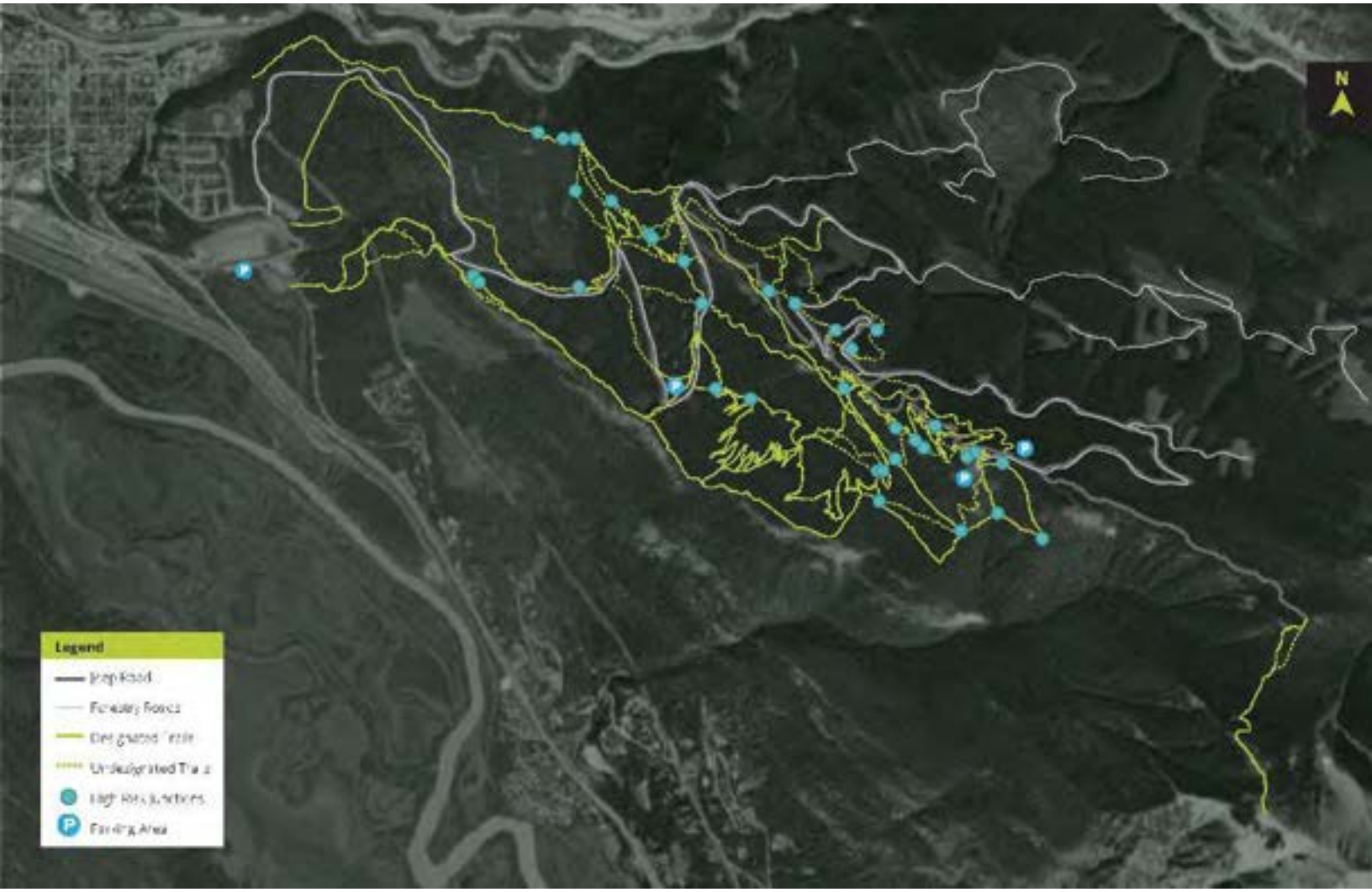
The Golden Cycling Club is encouraged to use the recommendations in the attached assessment report to guide trail and amenity development.

6. Trail and Access Assessment

6.1. TRAIL ASSESSMENT

A technical assessment of the existing trails on Mount 7 was completed between June 4th, 2023, and July 19th, 2023. Trails assessed included all existing authorized trails in the network as well as informal trails that were mapped and provided by the GCC or observed during the field review. All assessed trails were travelled by bike or on foot to determine the typical characteristics for each trail, as well as any exceptions to the typical design parameters. A total of 40 unique trails were assessed. From a broad perspective, several common themes and challenges were observed throughout the network that are discussed in the sections below. Details of the assessment are in ***Appendix G***.

Figure 11: Mount 7 Trail Network showing the mix of designated and undesignated trails



6.1.1. Network Connectivity

Networks with good connectivity allow for riders to choose from a variety of loop options and incorporate both progression and variety from one or a few trailheads.

Trail connectivity is a challenge throughout the network. The 3-D ***Figure 12*** illustrates some of the connectivity issues on the mountain. There are four primary causes of this issue:

1. Mount 7 is primarily a linear trail network with limited connectivity between trails. Bowle Evans FSR or the jeep road often have to be utilized to connect trails
2. There are few singular trailheads with multiple trails departing from them. While a few trails start at launch or 10 km, many trails have individual start points at various locations on the mountain
3. The topography of the mountain is such that connections between the northeast bench ("above" Summit Trail) and the southwest bench (Schacher and Race Run) is difficult, if not impossible, for a large swathe of the mountain
4. The private land parcel on the lower mountain further splits the network

The only real opportunities to connect the north side of the mountain and the south side of the mountain are near the 13 km launch site (via Summit, Dead Dog and Snoop Dog) or near the 6 km corner, near the start of B12. The volume of trails constructed parallel to B-12 in the similar east to west trajectory currently limits the possibility of connecting the north side of the network to the south side of the network.

Schacher Trail, constructed as a climb / access trail, curiously does not intentionally engage with other trails in the network with the intent to provide loops or interim descent options. This is especially evident on the lower mountain. Many users opt for climbing on Bowle Evans FSR as there are more functional trail junctions accessed via the main service road.

Figure 12: Mount 7 Trail Network

6.1.2. Trail Management Objectives and Intra-Trail Consistency

Overall, the trails on Mount 7 appear to be constructed to access and ride interesting features on the mountain. While these features are the focal point and special experience of the trail, the trails lack a consistency and feeling of flow when they abruptly change grades or style due to the environment. This creates both a user experience issue and a safety concern.

One such example is the trail Bris. Bris has what is known as a negative filter in that the trail starts with a relatively “blue” level of difficulty but has a “double black” section in the middle. Trail experiences such as this are prevalent on the mountain and create both safety and user experience concerns. One way to solve this problem is to provide a “blue” ride-around for the “double black” section of trail and clearly sign the options at the junction. Bris could then be rated as a blue trail and the advanced option would still exist for those who enjoy and are capable of riding the section. Another way to solve the problem would be to create an appropriate filter at the start of Bris, by providing a similar steep descent that riders can use to judge if their skill level is suitable to the trail early on.

Trail Management Objectives
Modern trail planning processes recommend the use of a Trail Management Objective (TMO) for each trail, that outlines such parameters as average grade, intended users, intended trail difficulty, and trail experience, among other things. The development of TMOs for each trail in a network also allows the network managers to understand and compare the various trails, avoid redundancy, and create intentional progression and different user experiences. These all lead to better experiences for users and reduced risk (improved safety) within the network operators.

Another observation is that many trails provide “all of” the trail experiences. This lack of continuity in experience within a trail limits progression (safety issue) and reduces the trail flow (user experience). For example, most trails in the network have extremely steep pitches, wooden drop features, mandatory gap features, and occasional berm corners. Or, in the case of Schacher, the trail is trying to be both a climb trail and a flow descent trail. Trails that are constructed with a purpose, such as to be a flow trail, to be a climb trail, to be a jump trail, to be a steep trail, or to be a tech trail create safer and higher quality user experiences.

Table 9 shows a comparison of the "typical" experience of a trail and the exceptions to that experience.

Table 9: Typical and exceptional characteristics by trail

	Typical Characteristics					Exceptions to Typical Characteristics				
Trail Name	**Grade**	**Width**	**Protrusions**	**Turn Style**	**Surface Characteristics**	**Grade**	**Width**	**Protrusions**	**Turn Style**	**Surface Characteristics**
3K/True Value	25	Narrow (<0.9m)	Frequent	Berm	Rocky	1		1	1	
5K	35	Narrow (<0.9m)	Frequent	Berm	Rocky	4	1	2		
B12	50	Narrow (<0.9m)	Frequent	Berm	Rough	3			1	8
Mystic	35	Narrow (<0.9m)	Frequent	Berm	Rough	4				
Schacher	8	Wide (<1.5m)	Occasional	Berm	Smooth	8		2		
Skidmarks	50	Narrow (<0.9m)	Frequent	Berm	Rough	4	1	1		
Summit	15	Narrow (<0.9m)	Occasional	Flat	Smooth	1	2	1		1

6.1.3. Trail Network Diversity

A diverse trail network will provide variety in trail style, trail direction, and trail difficulty.

Overall, the Mount 7 trail network has developed organically, on a trail-by-trail basis, lacking an overarching network-level vision. This format of development has led to a trail network with a large volume of advanced to expert level trails that provide thrill-seeking users with options for high speed, technical, and high adrenaline riding. As the GCC's stated objectives for Mount 7 are to maintain the rugged and steep style of the mountain, it is not surprising that the network lacks diversity in trail style, direction and difficulty.

Looking at the "style" or user experience of a trail, things such as turn style, turn radius, tread protrusions, and trail grades influence whether a trail may be considered a "tech" or "flow" trail. The assessment of Mount 7 indicates that the Schacher – an intended climb trail – provides the only true flow experience on the mountain. The rest of the trails are purely tech trails, with two or three providing a mixed tech-flow experience by incorporating berms in some corners and jumps designed to be hit in succession.

Figure 13: Bike Park Signage example from Whistler Blackcomb showing network variety.

The tech-style trails that exist on the mountain are primarily straight and steep. Technical trail features incorporated into the trail networks are drops, step-downs, or gap jumps. While some wooden features have been maintained or replaced and are suitable for riding, all of the legacy features have deteriorated and are not longer safe to use. The remaining wooden features are all drops or gap jumps.

From a stated trail difficulty perspective, nearly half the trails on the mountain are single or double black (see ***Table 11***). When the trails are assessed against the RSTBC, IMBA, or Whistler trail grading systems, this number increases to nearly 65% of the total trail distance (in kilometers). While the provision of "green" or "light blue" trails may not be necessary within this specific network, as they are readily available in the adjacent Mountain Shadows network, it is important to note that there is still a very heavy weighting toward very advanced trails on the mountain which does impact network progression. The Mount 7 network should be designed in such a way that progression is available to mitigate liability.

6.1.4. Trail Difficulty Ratings

Upon review, it appears as though trail difficulty ratings on Mount 7 have not been assigned against any established or published standard. Further, there are inconsistencies within trails and between various trails in the network.

All trails in a network should have a stated difficulty rating, based on an industry standard. An emerging best practice is to provide a progression matrix, illustrating the least to most difficult trails. This recognizes that trails that have the same difficulty may not be the same level of difficulty.

The stated difficulty of authorized trails, and the perceived relative difficulty of the unmarked or undesignated trails, does not align with Recreation Sites and Trails (***Figure 14***), the International Mountain Bike Association (IMBA) difficulty rating system, or the Whistler Trail Standards. These difficulty rating systems use physical trail parameters such as trail grade, tread width, and protrusion height / frequency to assign each trail a difficulty rating. ***Table 10*** compares the stated or perceived difficulty of the trails on Mount 7 with RSTBC's Recreation Manual Chapter 10 guidelines, the Whistler Trail Standards, and IMBA difficulty ratings.

Figure 14: Recreation Manual chapter 10 guidelines

B

Trail Types	Uses	Tread Width	Grade
Type I	• Two-way traffic • Smooth all weather riding • Road and mountain bikes	2.5 m	Average 5-8% Max. 10%
Type II	• Two-way traffic • One-way traffic • Road and mountain bikes	2.0 m	Max. 10-15%
Type III	• One-way traffic, easy to difficult • Mountain bikes 10-20 km	0.5-0.7 m	Easy: 10% over 30m Difficult: 22% over 45 m
Type IV	• Mountain bikes • Difficult • One-way traffic • 30-80 km	0.3-0.5 m	Sustained 15% 25% over 90 m

One example is 3k / True Value, which is rated as a blue or intermediate level trail. The first descent on the trail has a max grade of 40%, which classifies it as a black trail according to Whistler, or a Double Black or Type IV

according to IMBA and RSTBC, respectively. Recreation Sites and Trails BC is expected to release a new mountain bike trail difficulty rating system in 2024 or 2025. It is currently in design and testing phases.

Recognizing that there is a variety in difficulty within a “rating,” especially at the more difficult end of the spectrum, the Cycling Club may want to consider rating all their trails in “absolute” terms based on the Whistler standard, and then create a progression matrix showing the relative difficulty of each trail in the network. An example is found in ***Figure 15.***

Figure 15: Example progression matrix from Whistler Blackcomb

Table 10: Comparison of trail difficulty ratings by volume. New standards for evaluating mountain bike difficulties are expected to be released in RSTBC in 2023 or 2024.

	Posted Rating		RSTBC*		Whistler		IMBA	
	Number of Trails	Length (m)	Number of Trails	Length (m)	Number of Trails	Length (m)	Number of Trails	Length (m)
Green (RSTBC Type1)	3	2354	0	0	1	2230	0	0
Blue (RSTBC Type2)	10	22379	0	0	10	22125	4	17244
Black (RSTBC Type3)	20	13063	5	17762	9	5323	5	6132
Double Black (RSTBC Type4)	7	8568	35	29602	20	17685	31	23988

6.1.5. Trail Tread Sustainability

The majority of trails within the Mount 7 network have fall-line alignment or have long sections of trail at a sustained steep grade with few to no water diversion features. These trail alignment characteristics have resulted in erosion and ruts, as well as trail braiding and creep.

Evidence of erosion within the network is visible after heavy rains on trails such as Summit and Dead Dog. Summit Trail, near the 13 km launch, gathers water from the campsite area that runs down the trail tread for over 300m before exiting at the first junction of an old trail. Water again collects on the trail below the upper switchback and has caused significant erosion down to the small creek near the exit of Dead Dog. At the exit of Dead Dog on to Summit Trail, water runs from Dead Dog onto Summit for tens of metres before exiting down the mountain. Water based erosion in these areas can be observed during heavy rains and by the accumulation of pine needles at the edges of the water rut on the trail tread after a rain event.

Erosion has three primarily negative results: impacts to user experience, vegetation trampling as a result of braiding / creep, and sedimentation into water ways. Given the steep and rugged nature of the mountain, erosion ruts on fall-line trails are part of the user experience where the trails are intended to be difficult. Erosion that has resulted in tread creep or trail braiding on less difficult trails, where riders have attempted to avoid the ruts by riding around them, has negative impacts on the surrounding vegetation. Sedimentation from erosion into fish-bearing streams is of limited concern on most of Mount 7 as there are very few creeks and waterways that are directly impacted. The locations where sedimentation could impact waterways include Summit Trail (Stacey Creek) and B-12 (Kicking Horse River).

Erosion issues were concentrated on the steeper areas of the network, primarily above 5K, but the issues extended to 5K and 3K / True Value as well. Trails with notable or severe trail tread sustainability issues include Dead Dog, Red Wine, B12, Bris, Skidmarks, and 10K. ***Table 11*** shows the typical and maximum grades present on trails throughout the network, highlighting the volume of trails that exceed maximum sustainable grade.

The following factors may impact a trail's maximum sustainable grade:

Soil Type – sandy and loose soils can sustain lesser grades than clay and rock.

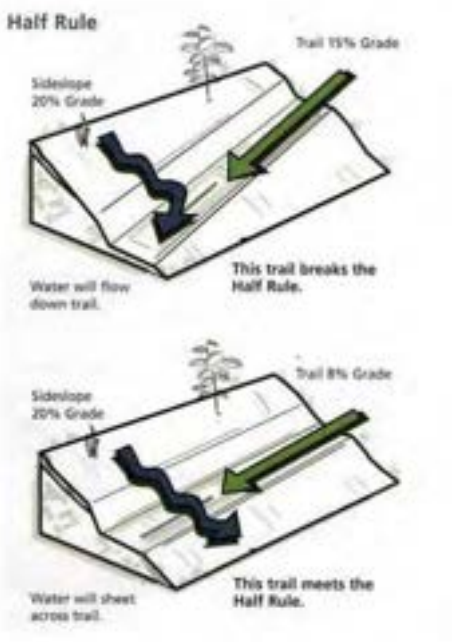
Half Rule – the trail grade should not exceed more than half of the grade of the cross slope (***Figure 15***).

Water – water volume and velocity increase erosion on trails. Water sources can include snow melt, rainfall, seepage, and watercourse crossings among others.

Type of Users – uses, such as walking or uphill mountain biking disrupt the soil less than horses, motorized heavy acceleration, or skidding on a mountain bike.

Volume of Users – more use typically equates to more erosion.

Figure 16: The Half Rule



Most of these erosion issues can be addressed by either hardening the trail tread, adding grade breaks or reversals, limiting use, or re-routing the trail. The soil types throughout Mount 7 indicate the mountain is susceptible to erosion, so any fall line trails that are constructed will eventually experience these issues if not properly mitigated.

Table 10: Summary of typical and max grades by trail.

Trail Name	Length (m)	Typical Grade*	Max Grade
10K	783	45	55
3K/True Value	732	25	40
5K	1767	35	60
B12	3114	50	60
Black Trail	769	40	50
Bris	999	40	80
Dairyland	532	25	50
Dead Dog	315	55	70
Erich's	671	40	55
GNR	742	45	55
Hybrid Moments	803	40	50
Moonshine	1245	35	45
Mystic	1328	35	55
Oat yea	501	20	40
Red Snapper	563	25	40
Red wine	1857	45	55
Skidmarks	1478	50	60
Snoop Dog	596	50	60
The Wire	389	35	50

**The steepness of most climbs or descents found on the trail or trail segment. This is not the average grade.*

6.1.6. Junctions and Safety

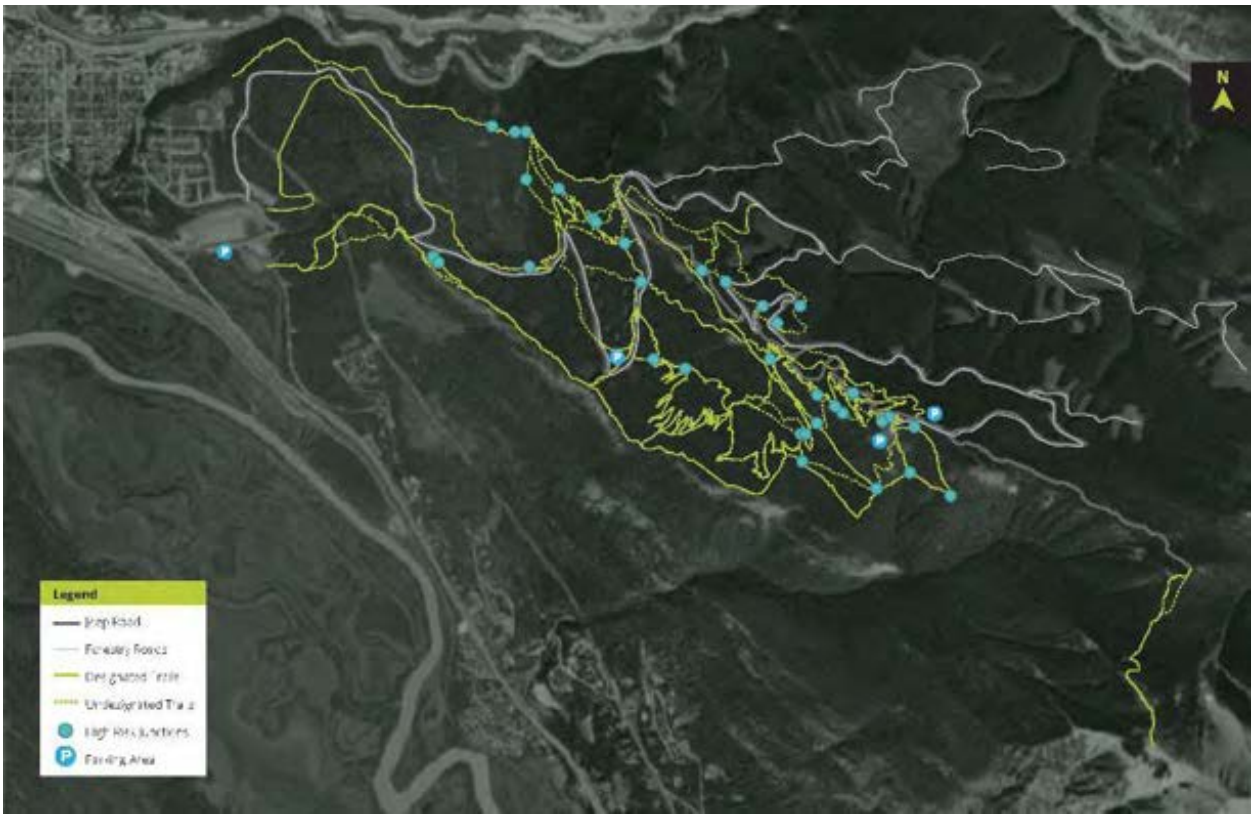
High-risk junctions are considered those in locations where riders or vehicle traffic may have poor sightlines, be moving at high speed, or be on steep pitches were stopping is challenging.

The Mount 7 trail network has many fall-line or high-speed trails that intersect trails and roads that traverse the mountain. High risk junctions, among other areas of management concern are highlighted in ***Figure 17***. High-risk trail junctions pose a safety concern for all trail users. Trails such as Dead Dog, Snoop Dog, Red Wine, and 10K have abrupt junctions with Summit Trail with minimal sight lines. The latter two trails (Red Wine and 10k), in addition to trails such as Erich, Bris, and Unknown Trails 1-4, intersect Schacher in similar fashions. High risk junctions also exist where The Wire and Bris intersect Bowle Evans FSR. Many of these junctions could be improved by extending sight lines, providing signage to warn riders of the junction, adjusting the angles of approach so the vectors of

collision can be mitigated, or adjusting the high-speed approach trail to lessen rider speed at the junction. Adding a technical feature or visual break will often cause riders to lower their speed before a junction.

Aside from posing a safety risk, the current configuration of many trail junctions can lead to a confusing experience for users. Given the large number of trails that are not available to the public on Trailforks, a trail navigation app tailored specifically toward mountain bikers, and many of the junctions lacking wayfinding signage, trail network navigation represents a weakness in the trail network. It is unknown how many riders get lost or disoriented on the mountain.

Figure 17: Points of management concern



6.1.7. Trail Assessment Summary

A complete summary of the current trail composition of the network based on McElhanney's July 2023 assessment can be found in ***Appendix G.***

6.2. TRAIL AMENITY ASSESSMENT

Existing trail amenities, such as parking lots, outhouses, and signage, are moderate in their distribution. This is partially due to the linear style of the network, which has few true trailheads.

6.2.1. Parking Lots and Trailhead Facilities

There are currently four formal parking areas that serve users of the network: Reflection Lake, 5K, and two at the 13 km hang-gliding and para-gliding launch. Each of these areas has a large trailhead kiosk sign and outhouse facilities.

Reflection Lake – Reflection Lake has ample parking for up to 50 vehicles and additional parking along the roadways or on the flat grassy areas. This serves more as a “trail tail” rather than a “trail head” as the trails on Mount 7 all end at this low point on the system. However, it provides an excellent gathering area for shuttle access and end of the day gatherings. Reflection Lake parking also serves the Mountain Shadows network, birdwatchers at Reflection Lake, and occasionally the Light Horse Club (Rodeo Grounds) or GORMA (mini-moto track).

The Reflection Lake staging area has a large trailhead map, a pre-cast concrete outhouse, some garbage facilities, picnic tables and a large, flat grassy area that is suitable for picnics or other gatherings.

5 km – The 5 km parking lot was constructed in fall 2022 to serve the rock-climbing community by providing a trailhead for an alternate access to the Rock About crag. This parking lot is suitable for 15-20 vehicles and is conveniently located at the 5 km point of the Bowle Evans FSR. This location has access to 5 km trail, B52 and Schacher via B52. A trail to the climbing crag is yet to be constructed so use levels of this parking area may increase significantly.

The 5 km parking area has a precast concrete outhouse and a signage kiosk.

Launch – There are two parking areas at the 13 km launch. The upper parking area is intended to be a drop-off only zone for the para-gliding community, who have larger, heavier equipment. The space fits a maximum of four vehicles and is extremely tight, especially when there are cyclists and pilots preparing for activities. The lower parking area is significant in size and can support upwards of 50 vehicles. It is only 50m from the upper lot, but they are separated by a steep hill. These parking lots are heavily used by the flying community, cyclists, and sightseers.

The upper parking has a small kiosk sign. The lower parking lot has a large kiosk sign, a large double-outhouse and a small single pit-toilet outhouse. The upper launch also features a small timber frame kiosk with seating.

Parking at the launch site is a weakness in its current state: many people struggle to turn around in the small space, especially when crowded, and some people park their vehicles in the short-term parking area for prolonged periods of time.

6.2.2. Signage

Signage on Mount 7 is a combination of RSTBC standard signs and informal network signs. The more recently approved trails have RSTBC standard signs on Carsonite wands at most junctions, while the older approved trails use metal signage on wooden posts. Many of the undesignated trails on the mountain have custom home-made name signs at the start.

From a wayfinding perspective, the network lacks trailhead signage other than at the Reflection Lake parking area. Further, many trail junctions within the network are also lacking wayfinding signage. While many of the trails on Mount 7 are undesignated and the volume of unmarked junctions are largely a result of that, the lack of signage presents both a safety concern (easy for riders to get disoriented and lost) and also a user experience concern. A map of the unmarked trail junctions is provided in ***Figure 18***.

Trail networks should have wayfinding signage at all trail junctions. Trailhead signage should include network maps, and other important regulatory or safety messages.

Wayfinding signage should include trail name, difficulty rating, location, activities permitted / prohibited, land manager, distance (optional), and elevation gain / loss (optional).

Trail junction signs can also serve to warn riders that there is a junction. The Schacher Trail has a number of large white and red stop signs to indicate junctions. While these signs provide a clear directive, they are irregular for a mountain bike trail network in areas where the trails do not cross a road. These stop signs would be better placed on trails where they cross or join the Bowle Evans FSR, while the on-trail junctions are better served with wayfinding signage. In cases where the junctions are dangerous (as noted in **Section 6.1.2**) the junction should be modified to increase user safety.

Figure 18: Junctions lacking signage indicated with a flag

6.2.3. Other Amenities

Other amenities on Mount 7 are limited and typically reserved for the benefit of other activities. There are hang-gliding and paragliding infrastructures, including launch ramps, windsocks, and an anemometer, at the 13 km launch site. At the 5 km and 9 km launch sites there are windsocks. At the upper launch, near the summit of Mount 7, there are windsocks and a rescue cache of first aid related supplies.

There is a recreation site adjacent to the large parking lot at the 13 km launch site of Mount 7. This recreation site formerly had a small log cabin and now only has a flat area, fire ring and deteriorating pit toilet. Despite the existence of this RSTBC camping facility most, if any, camping activities, occur at the launch site, less than 100m up the hill.

6.3. ACCESS ASSESSMENT

The slopes of Mount 7 provide a significantly large recreation area. From the bottom to the top of the trail network there is an elevation gain of more than 1000m. Following climbable routes up the mountain, the distance from bottom to top is between 13 and 15 km. While some riders choose to pedal up the mountain, it is an infrequent event, with most riders only completing the entire trip once or twice a season (2018 GCC Survey). Vehicle access on Mount 7 makes the mountain accessible and allows riders to lap section of the mountain, spreading use across the network.

6.3.1. Bowle Evans FSR

The primary vehicle access on Mount 7 is Bowle Evans FSR, which spans continuously from the Reflection Lake parking lot to the Launch site at the summit. The road itself represents a significant weakness to the long-term sustainability of how the network currently operates. Bowle Evans FSR experiences continual degradation that the maintenance capacity of the GCC and other recreational user groups cannot accommodate. Problems such as slumping road cut / fill slumping, frost heaving, and erosion to bedrock threaten the road surface, especially past the 6 km mark. These issues are compounded by heavy road use by trail user shuttling and regular traffic from air sports users. The current capacity for road maintenance is limited to annual grading, typically in the fall, and does not align with the current volume and intensity of road use and degradation.

The Bowle Evans FSR also provides an integral role as the only emergency access / egress route for vehicles on the mountain. Should an accident occur, it is the only route that an ambulance could use to access the mountain. Without the Bowle Evans FSR, emergency response would have to be executed by helicopter or other longer and more challenging methods.

6.3.2. Jeep Road

Prior to the development of Bowle Evans FSR, the existing jeep road was the primary access route on Mount 7. This narrow and steep road remains on the mountain and is typically used by Off-Road Vehicles, especially off-road motorbikes. Although this route could be used by quads and side-by-sides to access the upper mountain, it is extremely steep with frequent cross ditches at points, so most non-motorbike access on the mountain simply uses the Bowle Evans FSR. The jeep road provides alternative access to the top of Mount 7 for ORVs only.

6.3.3. Trail Access

There are two trails on Mount 7 that were constructed with the intent to provide uphill access on the mountain.

Schacher Trail – The Schacher Trail was created to provide non-motorized uphill access on Mount 7 as a destination trail for the mountain, rather than as a trail to provide connectivity within the network or increased climbing efficiency. This trail runs from approximately 3 km to the 13 km launch site. The trail is 15 km in length from 3 km to 13 km, contrasting to the 10 km length of road. Further, the trail does not provide intentional connections to downhill trails, other than at the top of the mountain, so it's use for shorter loops is limited. Use has not been monitored on Schacher, and it is currently not being monitored for directional use, however, anecdotally, it appears that most cyclists prefer the more direct and connected route up Bowle Evans FSR.

Summit Trail – Summit Trail was likely constructed to access an early fire lookout on Mount 7 by foot. This trail connects 6 km on Bowle Evans FSR to the 13 km launch site. The route parallels the jeep road and is 4 km in length. The grade of this route typical excludes uphill cycling but uphill pedestrian traffic is more common though not frequent. Summit Trail is one of the few blue-rated trails on Mount 7 and thus sees reasonable volumes of downhill traffic, creating potential for conflict with uphill users.

Cedar House – The Cedar House route is typically used as a double-black downhill mountain bike trail, but also occasionally used by uphill pedestrian traffic, including trail runners and paragliders accessing the upper launch. This route is extremely steep and as such appealing to only advanced recreational traffic.

Photo Credit Brian Coles

7. Findings and Recommendations

Recommendations provided below are intended to be network-scale solutions to address the broad underlying issues associated with network design. Interim measures to provide Band-Aid solutions to existing problems, such as wayfinding, can be found in the trail assessment section (**Section 6**). The implementation of these recommendations with the phases recommended in **Section 8** will help the Golden Cycling Club mitigate and solve the ongoing management concerns associated with the network over the next five to 30 years.

7.1. UPDATE MOUNT 7 VISION AND GUIDING PRINCIPLES

The current vision and guiding principles / goals are exhaustive and unwieldly. A more concise and focused direction would help the club intentionally and purposefully pursue further developments and efficiencies on Mount 7.

The vision has been revised so it is more concise and direct. The guiding principles / goals have been revised so they are exclusively guiding principles and any “goals” are outlined in the recommendations section. The vision sets direction for the future state of the trail network, while guiding principles will help the board directors make decisions with regard to the trail network.

Further, the club must recognize that a desire to have “steep and rugged” trails means that they will likely not be constructed in a sustainable manner and require a higher level of management and maintenance for longevity. Mentions of “sustainability” with regards to trail design and construction have been intentionally removed in favour of maintaining the historical factor of the mountain and the style of trail that GCC members clearly like to ride.

	Current	Proposed
Vision	The Mount 7 recreation network is a world class all-mountain recreation network embracing the classic fundamental aspects of freeride and downhill mountain biking. The steep, rugged terrain of Mount 7 is celebrated showcasing a diverse network of well designed, intelligently connected, sustainably constructed, and well-maintained all mountain trails which are considered a valuable asset to the community and draw visitors regionally and internationally.	To create, maintain, and develop a world-class, gravity-oriented mountain bike trail network that celebrates the rugged and steep nature of the mountain.
Guiding Principles / Goals	• Celebrate Mount 7's steep and rugged terrain • Improve sustainability for the development and maintenance of advanced trails and existing infrastructure • Foster environmental stewardship and designated trail use • Recognize indigenous and cultural values • Improve connectivity and trail loop opportunities • Improve signage and wayfinding throughout the recreation network • Improve the diversity of trail types on Mount 7 • Develop more hard blue / black trail opportunities • Develop a modern jump line trail on Mount 7 • Improve safety for existing natural and TTFs • Recognize the value of sensitive or unique natural areas, wilderness, wildlife • Collaborate and foster relationships with private land owners, woodlot licensees, and other stakeholder groups • Utilize relevant and current industry best practises for trail development and maintenance • Use an asset management approach to trail development and maintenance • Improve risk mitigation and resiliency to major environmental events (i.e. windstorms)	• Maintain the rugged and steep style of Mount 7 • Use modern trail planning and development principles, including creating TMO's for each trail and designing trails to enhance the network • Be a responsible partner of Recreation Sites and Trails BC • Intentionally maintain and improve positive relationships with other land interest holders, including First Nations

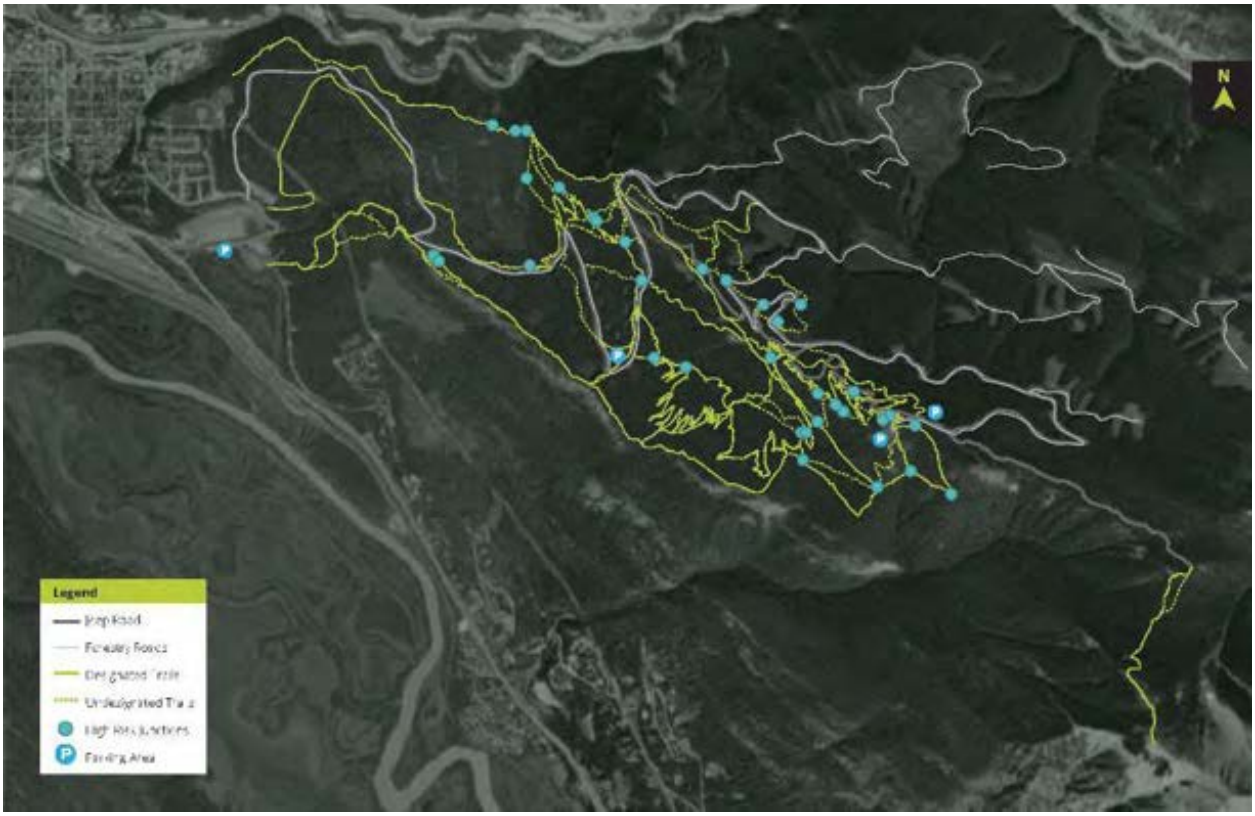
7.2. ESTABLISH UNSANCTONED TRAILS ON MOUNT 7

There is an opportunity, as the recreation polygon on Mount 7 moves through approval, to request authorization or establishment of the remaining existing but undesignated trails on Mount 7. The establishment of the polygon and acceptance of this trail plan document should set the foundation of future, authorized trail development on Mount 7.

Figure 19 shows the designated trails and trails on Mount 7. A number of the undesignated trails plan an important role in completing the network and set a critical foundation for future connectivity and construction. The currently undesignated, but desirable, trails include:

- Saints (some modifications suggested)
- Mystic
- The Wire
- Hybrid Moments
- Red Wine
- GNR
- Snoop Dogg (and 2.0)
- Raggedy Edge
- Black Trail
- B13 (some modifications)

Figure 19: Designated and undesignated trails on Mount 7



7.3. RECOGNIZE THREE RIDING ZONES ON MOUNT 7

The development of three distinct riding zones on Mount 7 will allow the club to integrate progression and diversity into the network, improve connectivity within the network, and provide three unique and distinctive micro-networks for riders who can't ride the entire mountain repetitively.

Figure 20: Mount 7 recommended riding zones

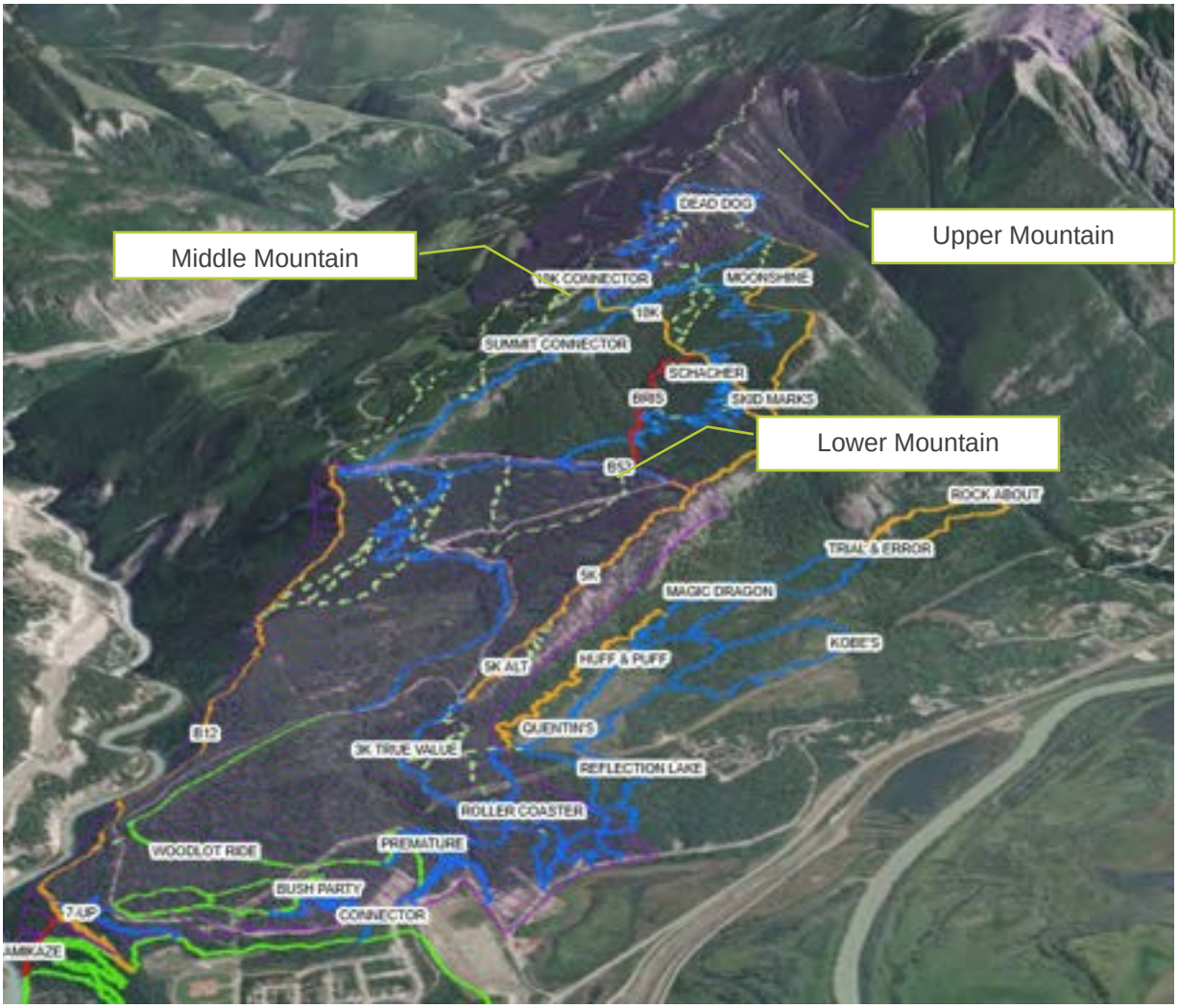


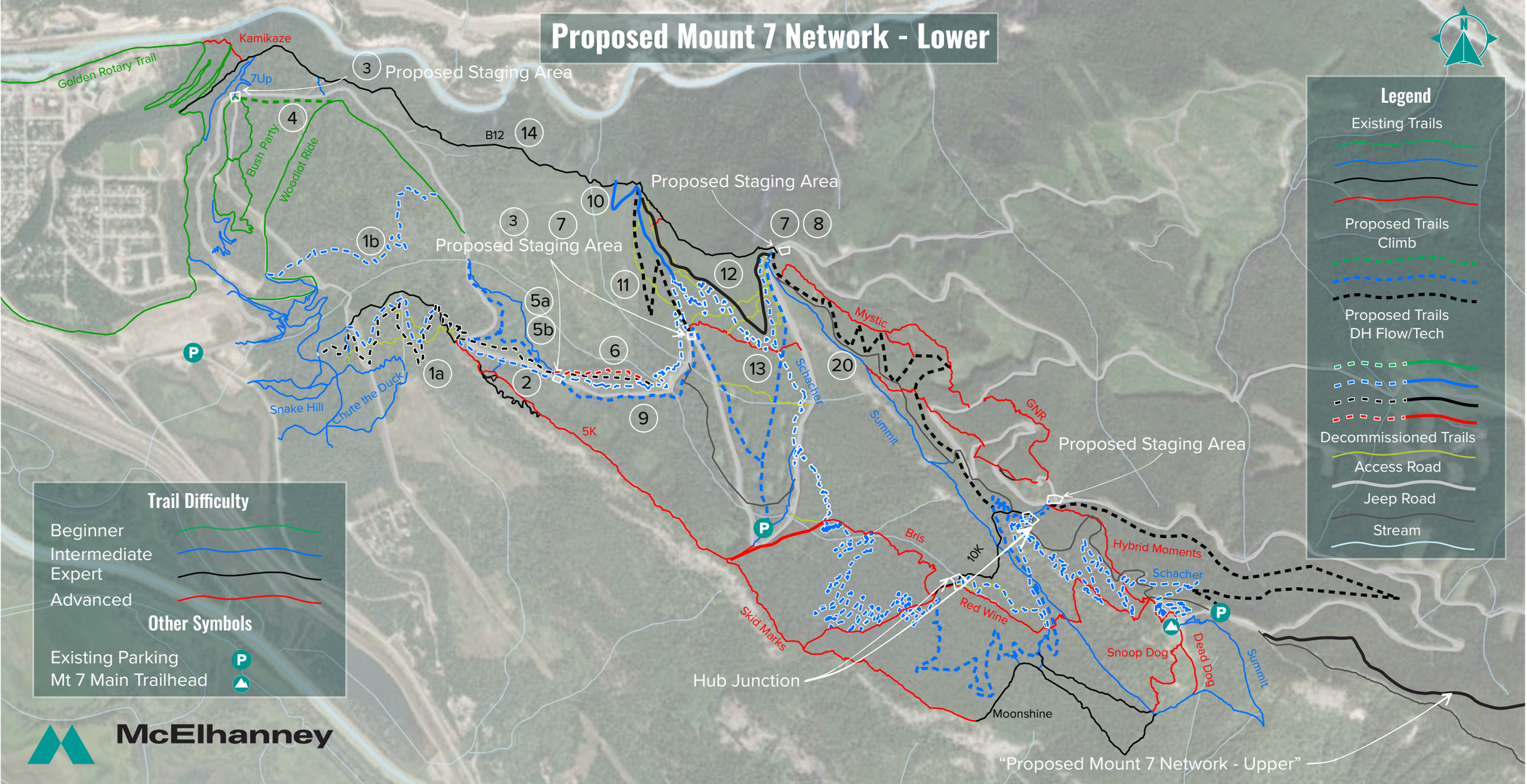
Table 11: Characteristics of the three proposed zones on Mount 7

Zone	Description	Eco-Region	Riding Style	Trailheads
Lower Mountain	From the bottom of Snake Hill to the zone below 5 km and 6 km.	Dry, dusty, open.	Intermediate to advanced riding with both flow technical options.	Reflection Lake 4 km 5 km 6 km
Middle Mountain	***North:*** Above Bowle Evans from 5 km to 6 km, below the Summit Cliffs to where 10 km starts from the FSR.	Old growth, wet, cool	Intermediate and advanced steeps with tree obstacles. Fewer built features or jumps. No flow style trails.	5 km 10 km
	South: From 6 km on Bowle Evans, above the Summit Trail cliffs, to 10 km on the FSR	Harvested old growth that is now re-growth, mixed with some forested sections.	Intermediate and advanced. Built jumps and obstacles, fewer steep sections. No flow style trails.	6 km 10 km
Upper Mountain	Above 10 km on the FSR to the top of the mountain.	Sub-alpine and alpine.	Intermediate and advanced steep riding. Limited or no features. "Alpine" loop potential. No flow-style trails.	10 km 13 km

7.4. DETAILED TRAIL RECOMMENDATIONS

The lower mountain should be the most accessible and diverse part of the mountain. This is for a number of reasons, but largely because the terrain provides more opportunities for a diverse range of trails and the snow-free season of the lower mountain is longer than the upper mountain.

Mount 7 is appropriately a more advanced network because Mountain Shadows, which blends into the lower mountain, provides supporting green and progressive riding opportunities. However, the lower part of Mount 7 is the most appropriate section of the mountain for riders to build up their skills. Thus, provision of some light blue, regular blue and dark blue opportunities, in addition to the black and double black trails, is important in this area.

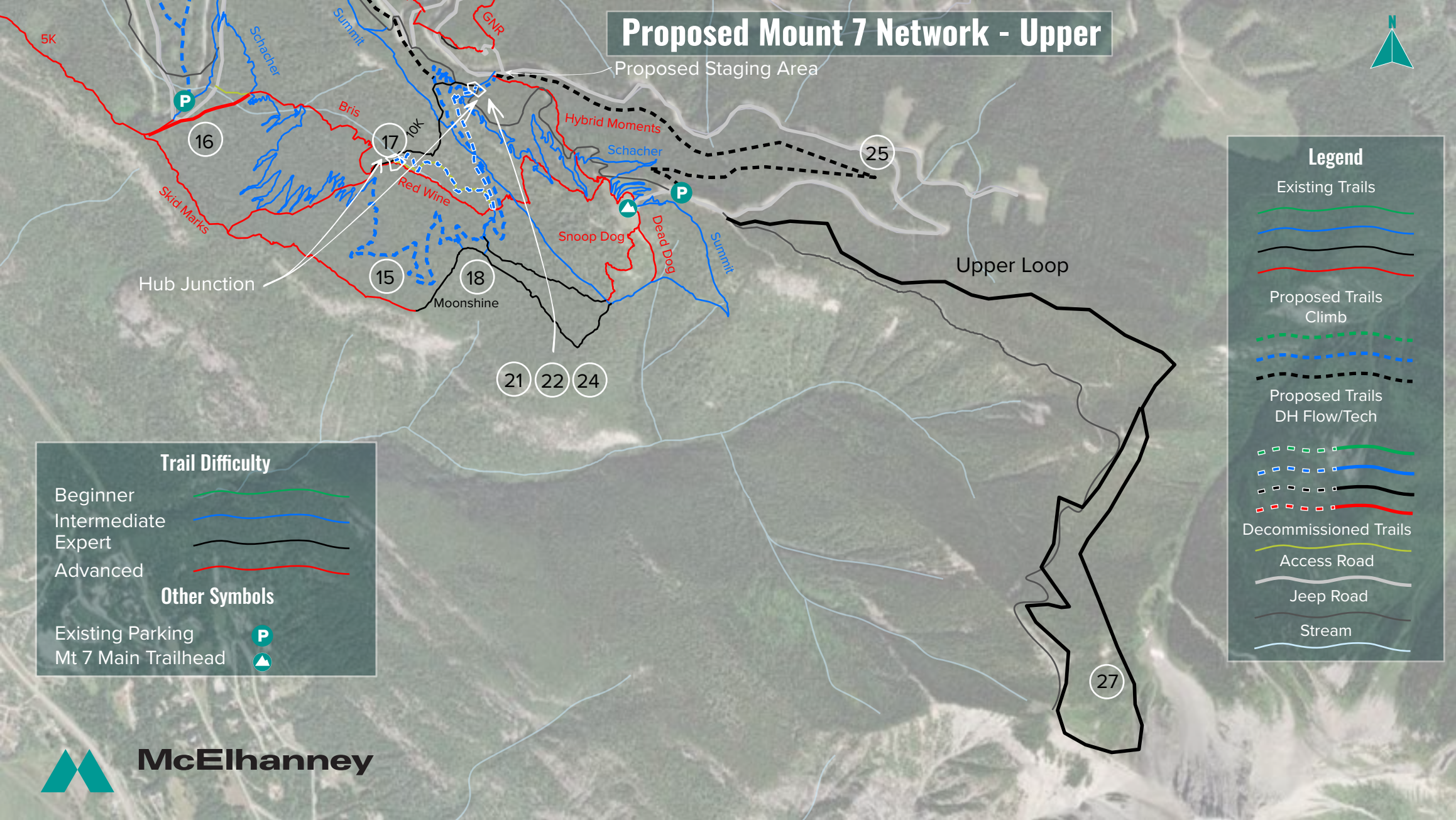

Proposed Mount 7 Network - Lower
Kamikaze
Golden Rotary Trail
7Up
Bush Party
Woodlot Ride
Proposed Staging Area
B12
Proposed Staging Area
Proposed Staging Area
Proposed Staging Area
Snake Hill
Chute the Duck
5K
Schacher
Summit
Mystic
GNR
Bris
10K
Skid Marks
Red Wine
Hybrid Moments
Schacher
Snoop Dog
Dead Dog
Summit
Moonshine
Hub Junction
"Proposed Mount 7 Network - Upper"
Legend
Existing Trails
Proposed Trails Climb
Proposed Trails DH Flow/Tech
Decommissioned Trails
Access Road
Jeep Road
Stream
Trail Difficulty
Beginner
Intermediate
Expert
Advanced
Other Symbols
Existing Parking
Mt 7 Main Trailhead
McElhanney

Lower Mountain Recommendations

	Recommendation	Themes
1a	Establish blue and black flow trails between 3 km and Snake Hill. This area has moderate grades and open terrain. A potential pinch point is near the start of 3 km, with private land permission required, and (see ***Map #3***) connection from lower cut block. This area is preferable to the Woodlot Ride area as it will improve connectivity to the lower mountain from above 3 km and limits interaction or conflict with motorized uses that are prevalent in the Woodlot Ride Area. Oat Yea and Dairyland will need to be decommissioned or heavily modified (and decommissioned where not integrated into new routes). Junctions with the old skid road and the power line road, and any other trails, must be carefully designed.	• Network connectivity • Network diversity • Junctions and safety • Progression and Skill Development
1b	Establish a black flow trail as described in 1a. Establish a blue flow trail from near the top of Woodlot Ride to the top of Premature. This alternate route is less desirable because it: • creates additional high-speed junctions with Bowle-Evans • creates another trail on private land • creates a pinch-point with the climb trail at Bowle-Evans • impacts an existing motorized use area	• Network diversity • Progression and skill development
2	Establish blue flow trail between the lower cut block and 3 km. This trail will act as a connection between future flow trails in the cut block and the flow trails below 3 km. This trail may need to have some more difficult features, but ideally sustained as a blue flow trail to connect the cut block network to the lower network, improving connectivity on the mountain and intermediate options on the lower mountain. This is recommended because it will provide an intermediate-level connection between the cutblock and 3km. This works well with Options 1a and 5a.	• Network connectivity • Network diversity • Junctions and safety • Progression and skill development
3	Identify and establish two trailhead “nodes” in addition to the Reflection Lake trailhead. These trailhead nodes will have limited parking and trailhead map signs. The recommended locations are at the start of Bush Party (1 km on Bowle Evans FSR) and at the bottom of the cutblock* on Bowle Evans FSR (approximately 3.5 km). Eventually the 3 km entrance at True Value should be decommissioned and the walking route to Wet Dream. * *If options 1b, 5b and 6b are selected, this node should be located at the entrance to TruValue (3km corner on Bowle Evans). This is a less desirable location with limited sightlines and potential for congestion.*	• Network connectivity • Junctions and safety
4	Establish Climbing Routes from community locations to the Schacher. Recognizing there are two potential gather points from Golden – Reflection Lake and the Keith King Diamonds (or Golf Course), establishing two routes that join on Woodlot Ride is the most effective direction. a. Construct narrow singletrack alongside Bowle Evans FSR from Bush Party to Woodlot Ride. This will provide an efficient and pleasant connection for riders coming from Keith King and 7-Up. b. Improve Excavation and Woodlot Ride to establish a blue climb trail from Reflection Lake via Rodeo Drive. A more direct climb trail from the bottom of Premature or Snake Hill is desirable, but there is limited real estate available between descent trails. Adjust the lower section of Woodlot Ride to create a more desirable singletrack experience – loosen the tread and/or plant trees that will narrow the corridor and create interesting turns. c. Improve Woodlot Ride from the (new) junction to Schacher. Use the existing alignment and create interest and challenge by narrowing the tread and creating interest by adding small turns. Ensure climbing is the intended use of this section, provide flat turns shorter radius corners.	• Network connectivity • Intra-trail Consistency • Sustainability • Junctions and safety
5a	Establish Schacher as a climb-only trail on private property to reduce potential for use conflict. Remove berms and jumps and extend switchbacks where necessary. The intent is to manage potential user conflict and improve connectivity on the mountain. Encourage all downhill use on the trails from the bottom of the cutblock to 3 km and Snake Hill. This is the recommended option as it will: • Improve safety on Schacher by reducing potential uphill downhill conflict. • Maintain climbing routes to the north and descent routes to the south, improving network connectivity and flow. • Make good use of existing trail infrastructure. • Limit trail building and use on private land. This only works with Option 1a.	• Network connectivity • Intra-trail consistency • Junctions and safety
5b	Turn the Schacher Trail into a blue flow trail from the bottom of the cutblock to the junction of Bowle Evans Road. Construct a blue climb-only trail adjacent with a spur out to the 3 km / TruValue trailhead. Extend the new black flow from the lower end of the cutblock to 3 km / TruValue. The black trail will have to be hand built as per the agreement with the private landowner. This only works with Option 1b.	• Network connectivity • Intra-trail consistency • Network diversity

6	Create flow network from 4 km to the bottom of the cutblock. Utilize existing Schacher trail, with some improvements, to create continuous blue flow from 4 km to the lower cut block at the private property boundary. Add black flow and a double-black or proline flow from top of cut block to the bottom. This is a relatively small area. See recommendation #9 for replacement climbing trail location (when Schacher becomes descent only).	• Intra-trail consistency • Network diversity • Junctions and safety
7	Establish two new trailhead nodes with parking and trailhead signage at each of 4 km and 6 km. These will primarily act as access for riders climbing the mountain, or for drop-off shuttle. Space should be accommodated to turn around, but limited parking provided.	• Network connectivity • Junctions and safety
8	Establish gated access at 6 km node on Bowle Evans FSR. The north side of the mountain sees a later snow melt and frost exit than the south side of the mountain. Provision of gated access at this location will support long-term sustainability of the Bowle Evans FSR in conditions that will degrade the road conditions.	• Sustainability
9	Establish new climbing route from the lower cut block to 6 km. This is intended to make the climb trail more efficient, improve network connectivity, and reduce potential conflict. The route should be designed as a blue climbing route, more difficult than the lower section below the lower cut block, with some steeper pitches and a higher average grade. This trail will allow more space in desirable terrain for descent trails and reduce user conflict by providing a one-way trail for ascent. This climb will provide connectivity to the 4 km trail node, the 5 km parking area, and the 6 km trail node. This trail will require careful junction management where it crosses Schacher and connects above to 6 km. To establish this route, the undesignated trails at 6 km should be decommissioned. Further adjustments will be required near 6 km to improve the Summit Connector (degrade it to similar difficulty of Summit) and thoughtful connections to the tech-flow trails from 6 km to B-12.	• Network connectivity • Network diversity • Junctions and safety
10	Establish Saints as a connector between 4 km and B12 and improve lower B-12. This will provide a tech descent from 4 km across to the north side of the network. Lower B-12 is a tech style blue trail, so Saints should be established as a tech descent, and lower B-12 improved to address sustainability issues and align with blue-tech style of trail. Note that climb (recommendation #11) and Saints will be closely paired but should be kept separate and without crossing junctions for rider safety.	• Network connectivity • Network diversity • Difficulty ratings
11	Add a new climb trail from the corner of the private property on B12 back to the 4 km corner on Bowle-Evans Road. This will allow for lapping of the tech-flow network between 6 km and the bottom of the B-12 steeps and provides an alternate access if there is a significant landslide event or if permission to cross the private land is restricted. Developing a hub junction at this junction on B12 will allow for a reclassification of the lower portion of B12, and potential re-naming, to illustrate the different style from the upper section.	• Network connectivity • Network diversity
12	Create tech-flow network between 6 km and 4 km/B-12, descending eventually north toward Kicking Horse River. This work will require decommissioning of existing undesignated trails and adjustments to Summit Connector. The trails can first head southwest before descending toward B12's exit. Flow trails could be developed in this area; however, exit via B-12 suggests tech-flow is better to match the trail exit. If flow exits are provided toward 4 km (likely limited by the forest research plots) the trails could be full flow. This is an opportunity for "darker blue" or black difficulty trails. Consideration of the climb trail routing recommendation 11 will be important during design phases.	• Network connectivity • Intra-trail consistency • Network diversity • Junctions and safety
13	Establish existing Schacher alignment as downhill-only blue flow. Provide a blue flow connection to 6 km. Adjust trail as required to make downhill preferential.	• Junctions and safety.
14	Change rating of lower B-12 to blue and rehabilitate accordingly. Potentially recognize lower B-12 as Saints or by another trail name.	• Intra-trail consistency • Network diversity • Junctions and safety

Special Note: The trails that descend toward Kicking Horse River may cause sedimentation from erosion to enter the river. This is a special environmental concern. Any sections of trail that have continuous fall line toward the river should be addressed to eliminate erosion.


Proposed Mount 7 Network - Upper
Proposed Staging Area
5K
Schacher
Summit
GNR
Bris
16
17
10K
Hybrid Moments
Schacher
25
Red Wine
Skid Marks
Snoop Dog
Dead Dog
Summit
Upper Loop
Hub Junction
15
18
Moonshine
21
22
24
27
N
Legend
Existing Trails
Proposed Trails Climb
Proposed Trails DH Flow/Tech
Decommissioned Trails
Access Road
Jeep Road
Stream
Trail Difficulty
Beginner
Intermediate
Expert
Advanced
Other Symbols
Existing Parking
Mt 7 Main Trailhead
McElhanney

Middle Mountain Recommendations

	Recommendation	Themes
15	Establish a trail node multi-junction at the bottom of Red Snapper and Red Wine and top of Erich's and Bris, where they connect with Schacher. Improve connectivity between Bris, Erich's, Red Snapper, Red Wine, 10 km to trail node.	• Network connectivity • Junctions and safety
16	Adjust exit of Bris so it exits at 5 km, or closer to the Schacher/B52 connection, to minimize potential conflict on Bowle Evans FSR.	• Network connectivity • Junctions and safety
17	Make Schacher a climb-only trail from the trail node at Erich's (recommendation #16) to 10 km connector. Schacher below the trail node should be transitioned to descent only. This will reduce rider conflict on 2-way trails and provide a climbing route from the trail node to 10 km for lapping this section of the mountain. Red Snapper should be adjusted to a blue alignment and a connector between the top of Red Snapper and 10 km developed to provide the alternate blue descent from 10 km when that section of Schacher becomes climb preferred. This will also make Schacher a more consistent descent by removing the long flat section.	• Network connectivity • Network diversity • Junctions and safety
18	Create connections between the climb section of Schacher and Unnamed New and Moonshine. Minimize independent junctions where possible.	• Network connectivity
19	Adopt and establish all undesignated trails in this area. If Summit and Schacher are maintained in their current configuration appropriate difficulty levels will range from black to double black.	• Network connectivity • Network diversity • Junctions and safety
20	Establish a climb trail between 6 km and 10 km, located on the ridge between the Jeep Road and Mystic. This trail may be constructed as a "dark blue" climb, with a higher average grade and steeper max grades than the climb below the lower cutblock. This routing is recommended to improve connectivity on the mountain, create a more efficient climbing route, and reduce potential conflict on two-way trails.	• Network connectivity • Network diversity • Junctions and safety
21	Establish a trailhead "node" at 10 km, including parking and trailhead signage.	• Network connectivity • Junctions and safety
22	Install gate access to Bowle Evans FSR above 10 km. Similar to gate access at 6 km, this would limit vehicle traffic on the FSR when the road is susceptible to frost heave impacts.	• Sustainability
23	Establish existing undesignated trails between 6 km and 10 km. Prior to establishment a thorough review to ensure the trails are graded properly and dangerous junctions are addressed is strongly recommended. Appropriate difficulty levels in this zone, assuming Schacher and Summit are maintained is black and double black. Trail junctions with Bowle Evans FSR should be limited.	• Network connectivity • Network diversity • Sustainability
24	Improve the junction with the Jeep Road and Schacher/10 km near 10 km. Add a short single-track climb connector from Schacher across to the proposed climb above 10 km, and for riders to access trails to the northeast side of Mount 7.	• Network connectivity • Junctions and safety

Special Note: The parking area at 5 km was established, in part, to provide parking for the climbing community to access the Rock About crag. Trail development to this crag is not yet underway. Based on the contours, it is likely that access may require some ascent of Mount 7 near Skid Marks (above 5 km). This is an area for high potential conflict and should be addressed, whether its limiting uphill traffic on Skid Marks, or ensuring the junction across Skid Marks provides reasonable sight lines and is in a lower speed area.

Upper Mountain Recommendations

	Recommendation	Themes
25	Create a climbing route on the upper mountain. This may include establishing Schacher as a climb-only trail from 10 km to 10 km, or establishing a new route to the northeast, and leaving Schacher as descent only. The new route would be a more efficient and higher-grade climb and would allow Schacher to remain as an intermediate flow-style trail that descends the entire mountain and reduce 2-way rider conflict.	• Network diversity • Junctions and safety
26	Adopt and establish existing undesignated trails on upper mountain. Ensure junctions with existing trails are safe with proper sight lines and low speeds. If Summit and Schacher are maintained in their current configurations as descent trails, the appropriate difficulty of these trails can be black and double black.	• Network diversity • Sustainability
27	Create a new black tech trail between the 13 km launch and the Upper Launch. This trail can be designed as two-way between the 13 km launch and the end of the jeep road, or there is space to complete it as a full loop and have a directional technical loop.	• Network diversity • Sustainability

7.5. SUMMARY TRAIL RECOMMENDATIONS

7.5.1. Develop a series of flow trails

Flow trails are most appropriate on the lower mountain and can be established from near 4 km down to Reflection Lake. Due to connectivity concerns with the forest research blocks above 4 km, the trails between 6 km and 4 km are most appropriately tech-flow style with exits to lower B-12. Trails below 4 km cam utilize the existing Schacher alignment to the bottom of the cut block with an optional black flow line in the cut block. An additional blue flow connector from the bottom of the cut block to 3 km should try to be inserted on the south side of the road. Opportunities for both blue and black flow exist below 3 km to Snake Hill.

7.5.2. Adjust climb trail alignment

To provide maximum connectivity, reduce user conflict on 2-way trails, and leave space on the mountain for flow and descent trails, the climb trail should be realigned. A number of recommendations are provided throughout the detailed recommendations for a new alignment that permits Schacher to become a descent-preferred trail from top to bottom.

It is appropriate for the climb trail to become gradually more difficult from a technical perspective as it reaches higher on the mountain. This will make the climb most efficient and direct, while also catering to the users that are most likely to ride the descent options on the upper mountain.

7.5.3. Adopt existing trails

Where possible and where new trails are not recommended, existing trails may be adopted into the current network to improve network diversity and connectivity.

7.5.4. Construct a new black tech trail between 13 km and upper launch

There is opportunity to create a black tech loop trail above 13 km to the upper launch. This trail would appropriately be a black technical loop, or lollipop loop. This will address potential conflict on the jeep road and significant sustainability issues on the jeep road and existing hiking trail.

7.5.5. Tweak trail junctions and signage to reduce conflict and improve wayfinding

Small changes can be implemented throughout the network to make trail junctions lower risk and improve connectivity between trails. Trail junction signage, while it can maintain the unique feel of the mountain, should be visible at all junctions as a way of warning riders of the junction and providing important details on the trail choice decisions. Network map signs should be provided at key nodes.

8. Trail Maintenance

Trail maintenance is an important facet to maintaining any trail network. The Golden Cycling Club has paid seasonal maintenance staff to accommodate both regular maintenance activities and major maintenance projects.

8.1. MAINTENANCE BUDGETS

Flow or jump trails require regular, significant maintenance. Annual shaping of the jumps and tuning corners and significant re-build and refresh every 3-5 years. Beyond sustaining the trail for a longer period of time, the 3-5 year refreshment maintains the network in such a way that additional trails are not required to sustain rider interest in a limited land base.

The Golden Cycling Club should allocate $5000/year to flow trail maintenance, and $30,000 - $50,000 (2023 dollars) every 3-5 years for refreshments.

Road access is critical to the success of the Mount 7 network. Grading the Mount 7 road is currently supported by Recreation Sites and Trails BC, anonymous donors, or the occasional Road Use Permit holder. The largesse of the community and land managers cannot be relied upon as a sustainable maintenance access strategy.

The Golden Cycling Club should maintain an emergency road repair fund for the Bowle-Evans FSR. The recommended seed amount is $15,000. This could be an interest-bearing investment fund.

Climate change events are occurring on a more frequent basis. In 2017, Mount 7 suffered a large windstorm event that caused significant trail damage. Other ongoing concerns include insect infestations, heavy precipitation events, and fires.

The Golden Cycling Club should maintain and climate change resiliency fund for the Mount 7 trail network. The recommended seed amount is $50,000. This could be an interest-bearing investment fund.

8.2. GENERAL MAINTENANCE

Regular brushing of trails on lower Mount 7, to maintain sightlines is critical. Corridors should be a minimum of 2 metres, wider in high-speed areas of the network. Underbrush should be maintained up to 10 metres off the trail to provide shelter and security for wildlife.

The community has indicated they would prefer no significant changes to the Psychosis Race Run route, other than regular maintenance.

At some point there will be no new trails authorized on Mount 7. The Golden Cycling Club should consider how some existing, approved trail routes can be refreshed to create new trail experiences.

9. Phased Implementation of Recommendations

9.1. FLOW ZONE AND REVISED CLIMB ALIGNMENT – LOWER MOUNTAIN

Develop a series of flow trails, including blue and black difficulty on the lower mountain. These trails will extend from the 4 km trail node to the powerline right of way above the Town of Golden, ideally connecting (blue) to Premature and (black) to Snake Hill.

Recommendation Numbers

Flow: 1a or 1b, 2, 5a or 5b, 6
Revised Climb: 4, 9
Parking Nodes: 3, 7

Rationale

This project is indicated as a high priority for the riding community throughout survey results and prior studies on Mount 7.

Phasing

Recommendation to develop all trails in this phase as one project to limit conflicts on 2-way trails as alternate routes are created, especially if options 1b, 5b, and 6b are preferred.

Commencement Threshold

Immediate priority, upon approval from RSTBC and Town of Golden. Approval from private landowner (for options 1b and 5b).

Development Timeline and Cost

	Timeline	Cost (2023 dollars)
Design	Completed (2023)	$10,000
Approval	Unknown	$0.00
Grant/Funding	1-2 years	Unknown
Construction	Alternative climb routing	$30/m
	Black/Blue flow trails	$50/m

9.2. IMPROVE CONNECTIVITY AND MAXIMIZE TERRAIN USE BELOW 6KM TO B-12

This project is designed to improve connectivity in the mid-mountain area and provide for proper trail construction near B12 to reduce erosion and sedimentation in an area that drains to the Kicking Horse River. Further, creating an authorized trail network in this area will reduce undesignated trail construction that would potential infringe on private land.

Recommendation Numbers

10, 11, 12, 13, 14

Rationale

This project area was noted numerous times in the survey as an opportunity.

There is significant undesignated trail construction in this area, causing environmental damage.

There is potential for conflict on the existing Schacher alignment with 2-way traffic and also with high-speed crossings from undesignated trails.

There is potential for conflict with the private landowner.

Phasing

Recommendation to develop all trails in this phase as one project.

Commencement Threshold

To be phased following flow trail project, or as funding or maintenance capacity permits.

Approval from RSTBC. Approval from private landowner (11 and 15).

Development Timeline and Cost

	Timeline	Cost (2023 dollars)
Design	> 1 month	$2-$5/m
Approval	Unknown	$0.00
Grant/Funding	1-2 years	Unknown
Construction	B12 adjustments	$25/m
	Climbing routes (B12 + Schacher)	$30/m
	Descent routes	$35/m

9.3. CREATE A NEW ALPINE-STYLE TRAIL RIDE

Trail above launch. Will reduce erosion on existing hiking trail and provide a better user experience. Provide black-tech cross-country mountain bike trail for those looking for more challenge.

Recommendation Number

27

Rationale

This project area was noted numerous times in the survey as an opportunity.

The existing hiking trail and jeep road show signs of erosion and significant degradation. They have many unsustainable sections that will require ongoing maintenance. They are currently unrideable by most as an ascent.

This would provide an alpine-style ride that is heavily desired in Golden. It is fully located in an existing recreation polygon (Section 56) so approvals and authorizations should move quickly.

Phasing

Recommendation to develop all trails in this phase as one project.

Commencement Threshold

To be phased following lower mountain phases, or as funding or maintenance capacity permits.

Approval from RSTBC.

Development Timeline and Cost

	Timeline	Cost (2023 dollars)
Design	> 1 month	$2-$5/m
Approval	Faster than normal due to existing polygon.	$0.00
Grant/Funding	1-2 years	Unknown
Construction	1 season	$30/m

9.4. REDUCE POTENTIAL CONFLICT ON SCHACHER AS A 2-WAY TRAIL

Project design to reduce potential conflict on Schacher in the 5.5 km to 10 km zone while also maintaining important connectivity in this area of the mountain.

Recommendation Numbers

15, 17, 18, 20, 21, 24, 25

Rationale

As use levels increase there is more risk associated with 2 directional trails with flow features.

Phasing

Recommendation to develop all recommendations in this phase as one project.

Commencement Threshold

Increase in user volumes and evidence of user conflict.

As funding or maintenance capacity permits.

Approval from RSTBC.

Development Timeline and Cost

	Timeline	Cost (2023 dollars)
Design	> 1 month	$2-$5/m
Approval	Maintenance request for most. Small sections of new trail may take longer.	$0.00
Grant/Funding	1-2 years	Unknown
Construction	1 season	$30/m

9.5. MAINTENANCE AND SAFETY

Minor adjustments for safety and connectivity. See also network assessment.

Recommendation Numbers

16, 19, 23, 26

Rationale

Maintenance-based recommendations to improve network connectivity and sustainable access.

Phasing

As required or opportunities present. For example, revising Bris may be undertaken as a general maintenance project.

Commencement Threshold

As needed, or lowest priority once prior phases are completed.

As funding or maintenance capacity permits.

Approval from RSTBC.

Development Timeline and Cost

	Timeline	Cost (2023 dollars)
Design	> 1 month	$1000 - $5000
Approval	Maintenance request for most. Small sections of new trail may take longer.	$0.00
Grant/Funding	1-2 years	Unknown
Construction	> 1 season	$30/m

9.6. PROTECTION OF BOWLE-EVANS ROAD

Installation of gates to limit use on Bowle Evans Road during times of the year when it's susceptible to frost and damage.

Recommendation Numbers

8, 22

Rationale

Bowle Evans Drive is a critical connection on the mountain. While other routes have been identified, this is the most important access.

Phasing

Lowest priority project - could be shared with other user groups.

Commencement Threshold

As funding permits or as lowest priority.

As funding or maintenance capacity permits.

Approval from RSTBC.

Development Timeline and Cost

	Timeline	Cost (2023 dollars)
Design	N/A	N/A
Approval	Will require stakeholder engagement and support. May require approval from Front Counter.	$0.
Grant/Funding	1-2 years	Unknown
Construction	> 1 month	Pending design

APPENDIX A

Statement of Limitations

Statement of Limitations

Use of this Report. This report was prepared by McElhanney Ltd. ("**McElhanney**") for the particular site, design objective, development and purpose (the "**Project**") described in this report and for the exclusive use of the client identified in this report (the "**Client**"). The data, interpretations and recommendations pertain to the Project and are not applicable to any other project or site location and this report may not be reproduced, used or relied upon, in whole or in part, by a party other than the Client, without the prior written consent of McElhanney. The Client may provide copies of this report to its affiliates, contractors, subcontractors and regulatory authorities for use in relation to and in connection with the Project provided that any reliance, unauthorized use, and/or decisions made based on the information contained within this report are at the sole risk of such parties. McElhanney will not be responsible for the use of this report on projects other than the Project, where this report or the contents hereof have been modified without McElhanney's consent, to the extent that the content is in the nature of an opinion, and if the report is preliminary or draft. This is a technical report and is not a legal representation or interpretation of laws, rules, regulations, or policies of governmental agencies.

Standard of Care and Disclaimer of Warranties. This report was prepared with the degree of care, skill, and diligence as would reasonably be expected from a qualified member of the same profession, providing a similar report for similar projects, and under similar circumstances, and in accordance with generally accepted trail planning and design processes and scientific judgments, principles and practices. McElhanney expressly disclaims any and all warranties in connection with this report.

Information from Client and Third Parties. McElhanney has relied in good faith on information provided by the Client and third parties noted in this report and has assumed such information to be accurate, complete, reliable, non-fringing, and fit for the intended purpose without independent verification. McElhanney accepts no responsibility for any deficiency, misstatements or inaccuracy contained in this report as a result of omissions or errors in information provided by third parties or for omissions, misstatements or fraudulent acts of persons interviewed.

Effect of Changes. All evaluations and conclusions stated in this report are based on facts, observations, site-specific details, legislation and regulations as they existed at the time of the site assessment and report preparation. Some conditions are subject to change over time and the Client recognizes that the passage of time, natural occurrences, and direct or indirect human intervention at or near the site may substantially alter such evaluations and conclusions. Construction activities can significantly alter soil, rock and other geologic conditions on the site. McElhanney should be requested to re-evaluate the conclusions of this report and to provide amendments as required prior to any reliance upon the information presented herein upon any of the following events: a) any changes (or possible changes) as to the site, purpose, or development plans upon which this report was based, b) any changes to applicable laws subsequent to the issuance of the report, c) new information is discovered in the future during site excavations, construction, building demolition or other activities, or d) additional subsurface assessments or testing conducted by others.

Independent Judgments. McElhanney will not be responsible for the independent conclusions, interpretations, interpolations and/or decisions of the Client, or others, who may come into possession of this report, or any part thereof. This restriction of liability includes decisions made to purchase, finance or sell land or with respect to public offerings for the sale of securities.

Construction Cost Estimates. This construction cost estimate has been prepared using the design and technical information currently available, and without the benefit of survey, geotechnical or detailed environmental survey information. Furthermore, McElhanney cannot predict the competitive environment, weather or other unforeseen conditions that will prevail at the time that contractors will prepare their bids. The cost estimate is therefore subject to factors over which McElhanney has no control, and McElhanney does not guarantee or warranty the accuracy of such estimate.

APPENDIX B

SWOT Analysis

SWOT Analysis – Mount 7

Strengths	Weaknesses
Shuttle network	Lots of old trails, never reclaimed.
Steep terrain	High density of trails
Single access point	Too steep
Proximity to town	Erosion/Sustainability
Lower mountain progression opportunities via Mountain Shadows and Keith King Park	Difficult network
	Connectivity
Limited private land tracts	Connectivity of climbing trail
Epic long trails, continuous descent.	Efficiency of climb trail
	Dangerous junctions
	Signage and wayfinding

Opportunities	Threats
Create climate resilient shuttle options	Overlapping use – forestry
Established S56 polygon on upper mountain	Government process for approval is very slow
Opportunity to establish all trails at once as part of this planning process.	Overlapping use – rock climber access/hiking
	Multi-use network
	Climate change / fuel prices – impact shuttling

APPENDIX C

Mount 7 Trail Development Plan (2019)

MOUNT 7 TRAIL DEVELOPMENT PLAN

FINAL REPORT - JANUARY 31, 2019

PREPARED FOR:

Recreation Sites and Trails BC

RECREATION SITES AND TRAILS BC

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COVER PHOTO: BRIAN COLES PHOTOGRAPHY

CONTENTS

Photo: LARCH Landscape Architecture

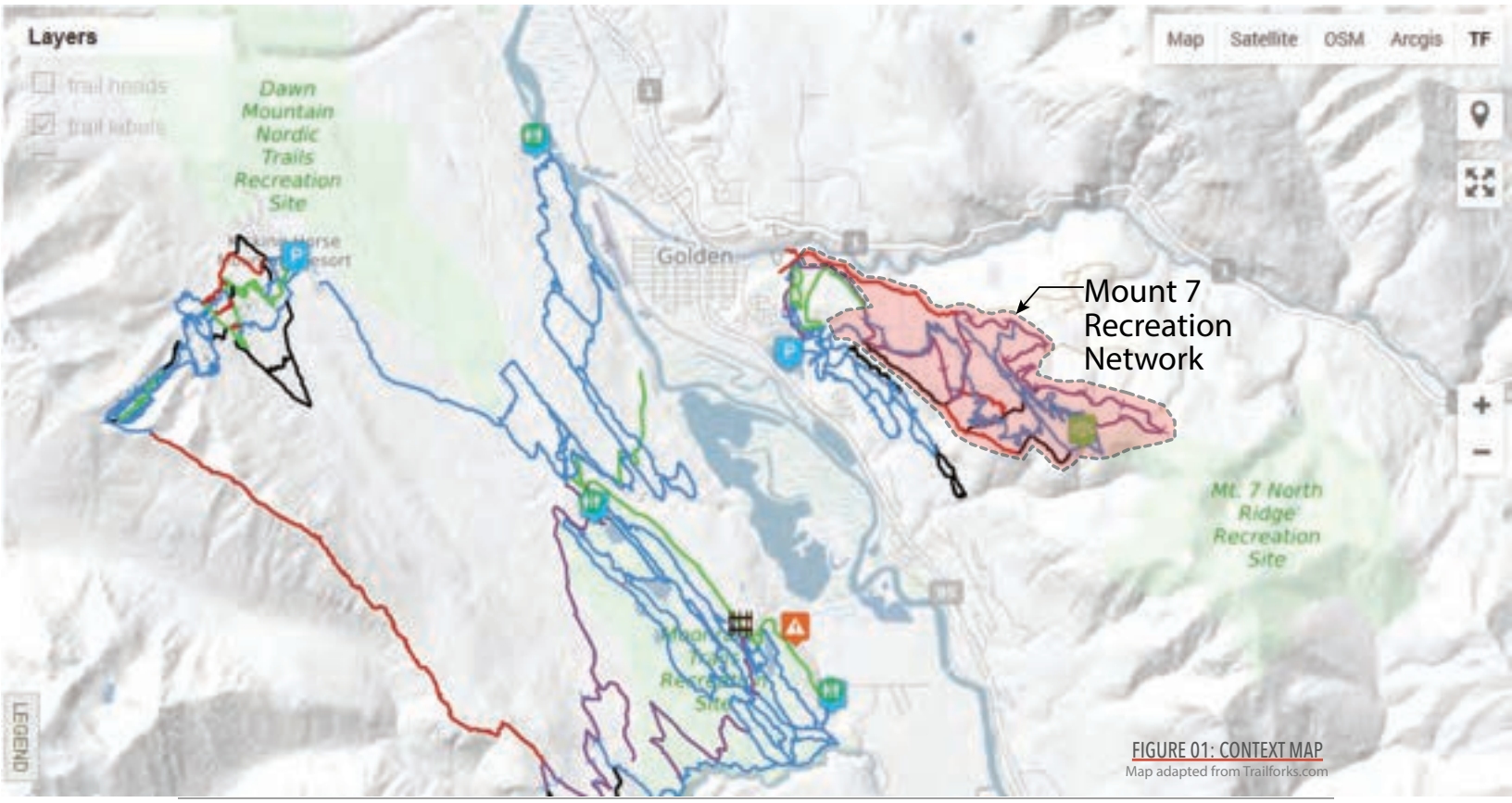


FIGURE 01: CONTEXT MAP
Map adapted from Trailforks.com

01 PROJECT INTRODUCTION + CONTEXT

Mount 7 is a prominent mountain peak in the Canadian Rockies located in close proximity to Golden, BC, southeast of the municipal boundary. The name refers to the unique characteristic of the mountain to form a visible "7" as the snow melts from the summit and is typically visible from the Town of Golden for several weeks from mid-June to early July.

Mount 7 is a hotspot for recreational activity for residents of Golden and the surrounding rural Area A of the Columbia Shuswap Regional District. The recreational network is highly used by local residents and draws thrill seeking visitors throughout British Columbia, Alberta, and internationally. The Mount 7 recreation network caters to a diversity of recreational user groups including downhill and enduro/cross-country mountain bikers, para-gliders, motorized trials/enduro/motocross motorbikes and other Off Highway Vehicles (OHV), equestrians, hikers, and trail runners. The Mount 7 trail network is recognized for it's steep rugged terrain and connects to the lower elevation Mountain Shadow trail network at the base of Mount 7. The Mount 7 and Mountain Shadow recreation networks serve as a great example of user groups working together to minimize conflict between diverse user groups sometimes viewed as incompatible.

The Mount 7 recreation network also represents an area of historic significance, as it was home to the legendary Psychosis downhill mountain bike race for a decade between 1998 - 2008. At the time, this was the steepest downhill mountain bike race in the world. The race included many World Cup downhill racers as well as local athletes. The race has not occurred in over ten years but remains a regional and international draw as people come to ride the Psychosis race course.

The Golden Backcountry Recreation Access Plan (GBRAP) began in 1998 and was completed in 2002. It serves as a strategic plan to identify recreational land use patterns within the Golden Timber Supply Area (TSA). The outcomes and direction of the GBRAP Plan were derived through consensus-based negotiation between key stakeholders and through public consultation. The Mount 7 recreation network is classified in the GBRAP Plan with the RM3 (Recreational Use) Designation. The RM3 designation is given to areas able to accommodate for moderate to high levels of recreational infrastructure and use. These areas are considered opportunities for the provision of high use recreation activities and infrastructure levels. A high number of managed recreation trails, routes, and sites may be present and a high acceptance of recreational changes to the landscape are permitted, however careful consideration must be given to domestic water licenses, sensitive vegetation communities, erodible soils, woodlot licenses, and private land owners (GBRAP 2002).

Following the GBRAP plan, The Regional Trail Strategy for Golden and Area A was undertaken in 2017-2018. The Regional Trail Strategy builds upon the foundation of the GBRAP Plan and represents an extensive community and stakeholder driven process resulting in a strategic planning document for motorized and non-motorized recreation use and development throughout Golden and the surrounding rural Area A. The Regional Trail Strategy includes a number of recommendations specific to the Mount 7 region and recreation network.

In June, 2018, the Golden Cycling Club conducted a community survey specific to Mount 7 in an effort to further understand the use patterns and future needs of their membership base. They also conducted a broader recreation network survey in October, 2018. The Regional Trail Strategy and the Golden Cycling Club Community Surveys highlight a strong interest in the Mount 7 recreation network and a desire for the improvement of advanced trails in the area. The results of the Mount 7 Community Survey and Broader Network Survey pertaining to Mount 7 can be found in ***APPENDIX A***.

Through time, many of the well loved Mount 7 trails have degraded through heavy-use, lack of maintenance, or were constructed at a time when sustainable trail design and construction principles were less recognized. The completion of the Schacher Trail, completed in 2018, represents the beginning of a new era for Mount 7 as trail users can now ride, walk, or run from the Town of Golden to the summit of Mount 7. The Schacher Trail is a sanctioned blue bi-directional trail, 15.3km in length with an elevation gain of 1,625 vertical meters (5,331 feet). This trail serves as a mainline trail to the summit recreation site and creates incredible opportunities to connect and optimize the Mount 7 recreation network.

In 2018, the Golden Cycling Club made an application to Recreation Sites and Trails British Columbia (RSTBC) for the approval of a Section 57/56 Polygon for the Mount 7 recreation network, which if approved, will serve as a catalyst for other strategic short and long term objectives expediting the approval process. The Mount 7 Trail Development Plan represents a long term vision and detailed workplan to modernize, improve sustainability, and to provide an actionable phased approach to recreation development within the Mount 7 recreation network and RSTBC polygon.

Photo: Chris Pilling Photography

02 VISION + GUIDING PRINCIPLES

The Vision and Guiding Principles for Mount 7 were developed collaboratively between the Golden Cycling Club Board of Directors and LARCH Landscape Architecture in 2018. Establishing a common vision for Mount 7 is a critical step in the recreation planning and development process. The agreed upon vision and guiding principles shape the decision making process and provide an opportunity to regularly refer back in later development phases to ensure consistency with the original project vision. A vision statement projects long term, it does not necessarily describe what is found today.

VISION STATEMENT

The Mount 7 recreation network is a world class all mountain recreation network embracing the classic fundamental aspects of free ride and downhill mountain biking. The steep rugged terrain of Mount 7 is celebrated showcasing a diverse network of well designed, intelligently connected, sustainably constructed, and well maintained all mountain trails which are considered a valuable asset to the community and draw visitors regionally and internationally.

GUIDING PRINCIPLES

- Celebrate Mount 7's steep and rugged terrain
- Improve sustainability for the development and maintenance of advanced trails and existing infrastructure
- Foster environmental stewardship and sanctioned trail use
- Recognize Indigenous and cultural values
- Improve connectivity and trail loop opportunities
- Improve signage and wayfinding throughout the recreation network
- Improve the diversity of trail types on Mount 7
- Develop more hard blue/black trail opportunities
- Develop a modern jumpline trail on Mount 7
- Improve safety for existing natural and Technical Trail Features (TTF's)
- Recognize the value of sensitive or unique natural areas, wilderness, wildlife
- Collaborate and foster relationships with private land owners, woodlot licenses, and other stakeholder groups
- Utilize relevant and current industry best practices for trail development and maintenance
- Use an asset management approach to trail development and maintenance
- Improve risk mitigation and resiliency to major environmental events i.e. windstorms


Photo: Brian Coles Photography

03 EXISTING MOUNT 7 TRAIL NETWORK

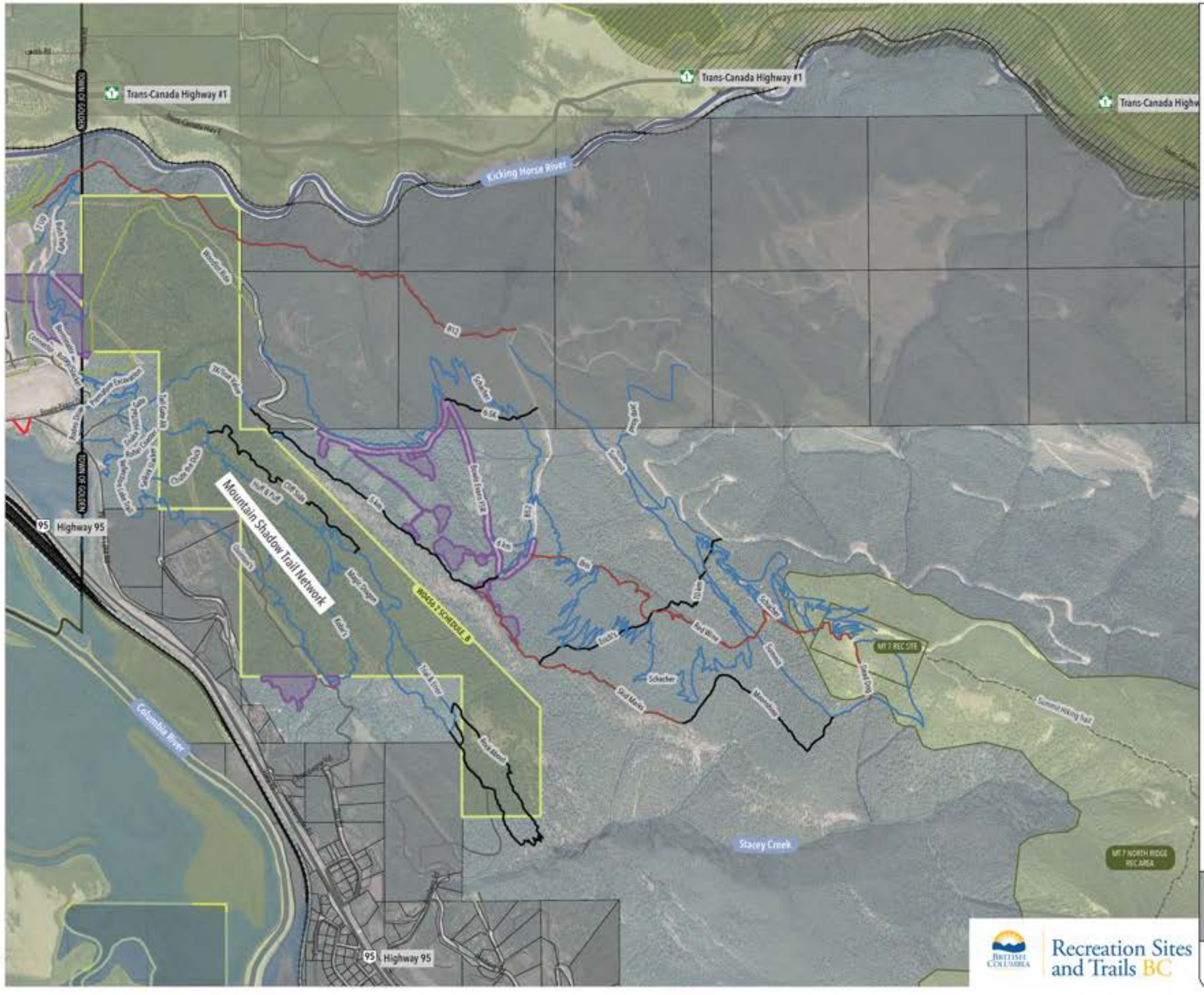
The following represents a current inventory of the existing trail network for Mount 7, refer to MAP 01. The information presented in this table is adapted from The Golden Cycling Club inventory and Trailforks.com:

MOUNT 7 - EXISTING TRAIL NETWORK INVENTORY				
Trail Name	Difficulty Rating	Trail Length	Average Grade	Notes
3 km / True Value	Blue	• 730 meters	• 19%	• Part of the Psychosis "Race Run"
5 km	Black	• 1,760 meters	• 13%	• Part of the Psychosis "Race Run"
5 km Alt	Blue	• 115 meters	• 20%	
6 km	Blue	• 245 meters	• 18%	
10 km	Black	• 866 meters	• 24%	
B12	Double Black	• 3,234 meters	• 16%	
B52	Blue	• 507 meters	• 8%	• Connection from Schacher to 5km
Bris	Double Black	• 980 meters	• 26%	
Dead Dog	Double Black	• 304 meters	• 62%	• Part of the Psychosis "Race Run"
Erich's	Black	• 664 meters	• 21%	
Jeep Road	Blue	• 3,211 meters	• 12%	• Motorized Access Permitted
Moonshine	Black	• 1,225 meters	• 11%	• Part of the Psychosis "Race Run"
Red Wine	Red	• 1,350 meters	• 24%	• Currently unsanctioned
Schacher	Blue	• 1,625 meters	• 10%	• Bidirectional Trail
Skidmarks	Double Black	• 1,477 meters	• 24%	• Part of the Psychosis "Race Run"
Summit	Blue	• 3,897 meters	• 15%	• Part of the Psychosis "Race Run"
Tail Gate/Snake Hill	Blue	• 655 meters	• 13%	• Part of the Psychosis "Race Run"

CONTEXT MAP
EXISTING TRAILS

LEGEND

- Recreation Polygons (Existing)
- Town of Golden Municipal Boundary
- Private Property Parcels
- Woodlots (Active)
- Forest Harvest Authorizations (Active)
- Designated Green Trail
- Designated Blue Trail
- Designated Black Trail
- Existing Red Trail
- Hiking Trail (Unrated)
- Forest Service Road
- Road
- 5m Contour
- Stream or Creek
- Railway Line
- Conservation Lands
- Habitat Sensitive to Alteration
- Wetlands



Scale 1:20,000

0 200 400 600 800 1,000

METERS

NORTH

CLIENT
Golden Cycling Club
PO Box 1171
Golden, BC
V0A 1H0

ISSUE
2018/09/01

RE-ISSUE
2019/01/20

DRAWN BY
FB, JJ

SHEET SIZE
11 X 17 Inches

MOUNT 7 TRAIL DEVELOPMENT PLAN

LARCH

SELKIRK PLANNING & DESIGN

a

01

BRITISH COLUMBIA
Recreation Sites and Trails BC

04 DEVELOPMENT PLAN: MOUNT 7

The following framework and mapping provides a phased approach to development within the Mount 7 polygon application. The proposed trail development initiatives have been developed by the Golden Cycling Club Board of Directors after undertaking a detailed review of the Regional Trail Strategy for Golden and Area A and conducting mountain bike specific community surveys. The proposed initiatives are consistent with the overall vision and guiding principles established for the Mount 7 recreation network. Each proposed initiative is shown on the following Proposed Mount 7 Trail Development Maps. Refer to MAP 02 and MAP 03 which illustrate a broad scale overview of the proposed initiatives within the Mount 7 recreation network. This Trail Development Plan provides the rationale for each proposed trail or improvement initiative, proposed alignment length, average trail grade, priority level, and estimated cost.

MOUNT 7 - PROPOSED TRAIL DEVELOPMENT INITIATIVES

Priority	Development Type: Proposed Trail	Difficulty	Trail Length	Direction	Average Grade	Estimated Cost	Timeline
1	Trail A	Black	• 2,950 meters	• Downhill	• 25%	• $60,000	• 1-3 Years

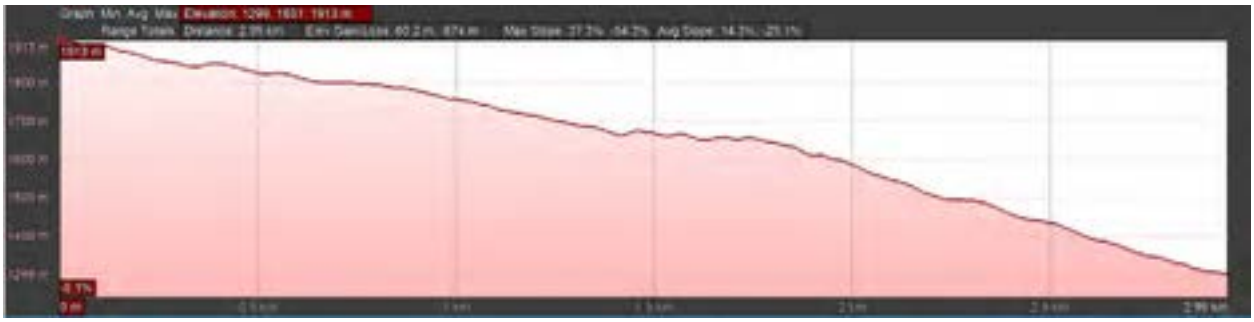
TRAIL SYMBOL ON OVERVIEW MAPPING: 

PROPOSED TRAIL RATIONALE:

The proposed Trail A (name to be determined) represents an important connection from the existing parking lot near the top of Mount 7 (not at the para-glider launch site) traversing the northeast aspect of Mount 7 connecting to the Bowle-Evans Forest Service Road between the Schacher mid-point trailhead, 6.5km, and B52. This proposed trail will provide many interesting loop ride options from the Schacher trail, connecting to other existing well used sanctioned trails. The proposed trail will be downhill travel only. Trail A is intended to be hand-built singletrack (not machine built track).

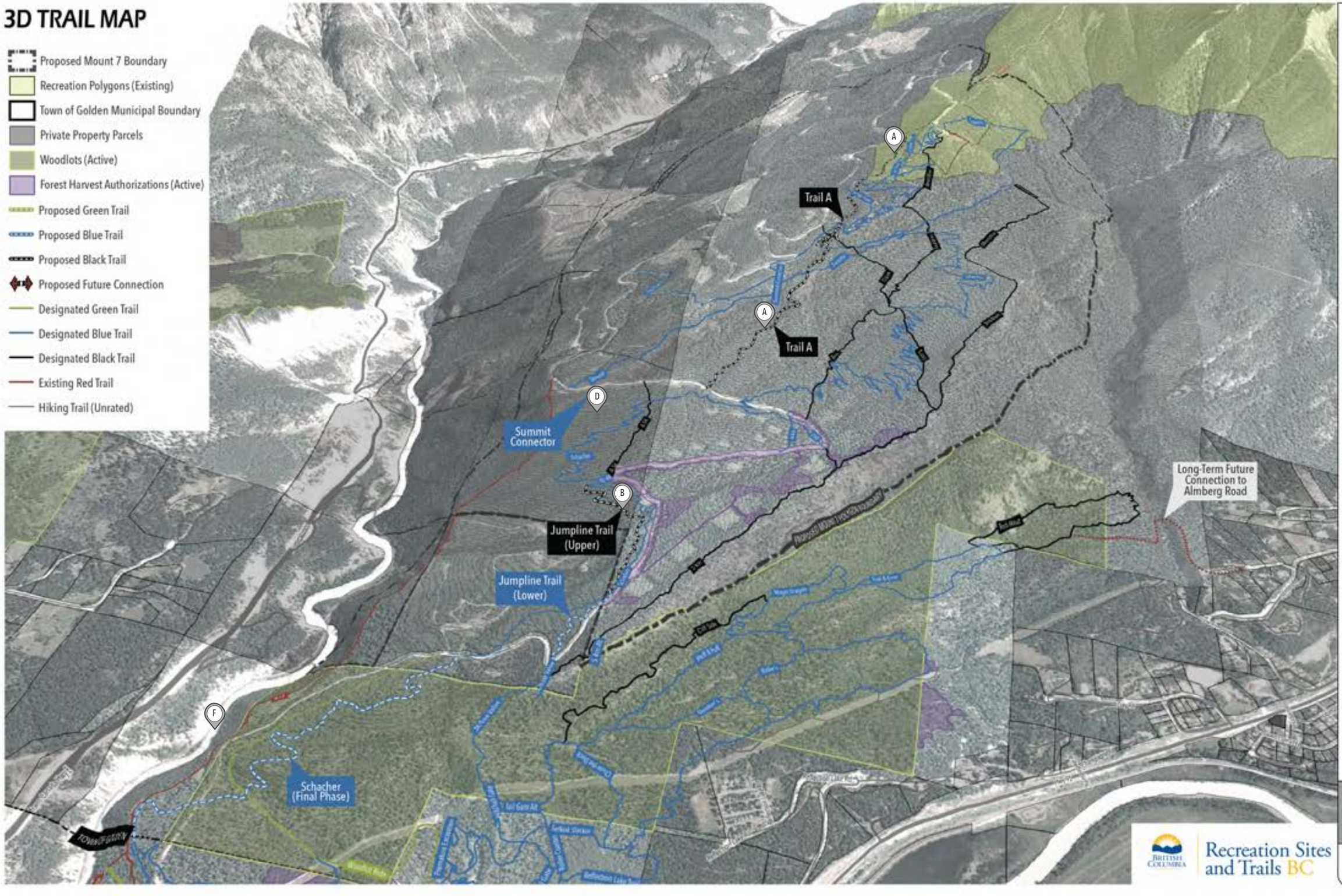
PROPOSED TRAIL PROFILE:

Elevation Gain/Loss: 60m Gain, 674m Descent
Average Slope: 25%
Trail Type: Singletrack
Intended Use: Downhill, All Mountain



3D TRAIL MAP

- Proposed Mount 7 Boundary
- Recreation Polygons (Existing)
- Town of Golden Municipal Boundary
- Private Property Parcels
- Woodlots (Active)
- Forest Harvest Authorizations (Active)
- Proposed Green Trail
- Proposed Blue Trail
- Proposed Black Trail
- Proposed Future Connection
- Designated Green Trail
- Designated Blue Trail
- Designated Black Trail
- Existing Red Trail
- Hiking Trail (Unrated)



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MOUNT 7 TRAIL DEVELOPMENT PLAN

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02

Recreation Sites and Trails BC

MOUNT 7 OVERVIEW

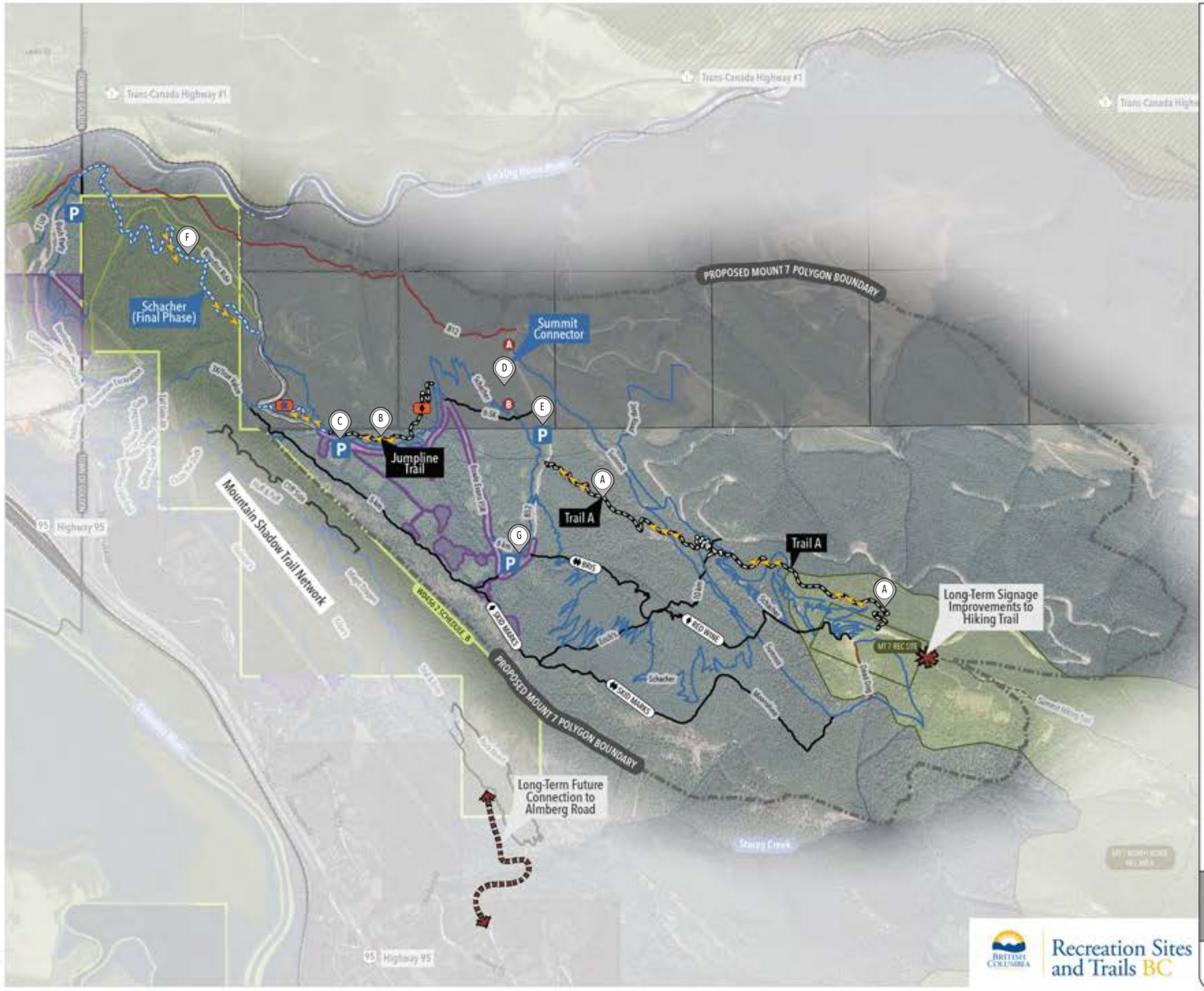
LEGEND

- Proposed Mount 7 Boundary
- Recreation Polygons (Existing)
- Town of Golden Municipal Boundary
- Private Property Parcels
- Woodlots (Active)
- Forest Harvest Authorizations (Active)
- Proposed Green Trail
- Proposed Blue Trail
- Proposed Black Trail
- Proposed Future Connection
- Designated Green Trail
- Designated Blue Trail
- Designated Black Trail
- Existing Red Trail
- Hiking Trail (Unrated)
- Forest Service Road
- Road
- 5m Contour
- Stream or Creek
- Railway Line
- Conservation Lands
- Habitat Sensitive to Alteration
- Wetlands
- Trail Travel Direction
- Jump Features on Trail (Blue)
- Jump Features on Trail (Black)
- Trailhead Improvements
- Potential Parking Lot

Scale 1:20,000

0 200 400 600 800 1,000

NORTH METERS



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03

BRITISH COLUMBIA Recreation Sites and Trails BC

TRAIL A

LEGEND

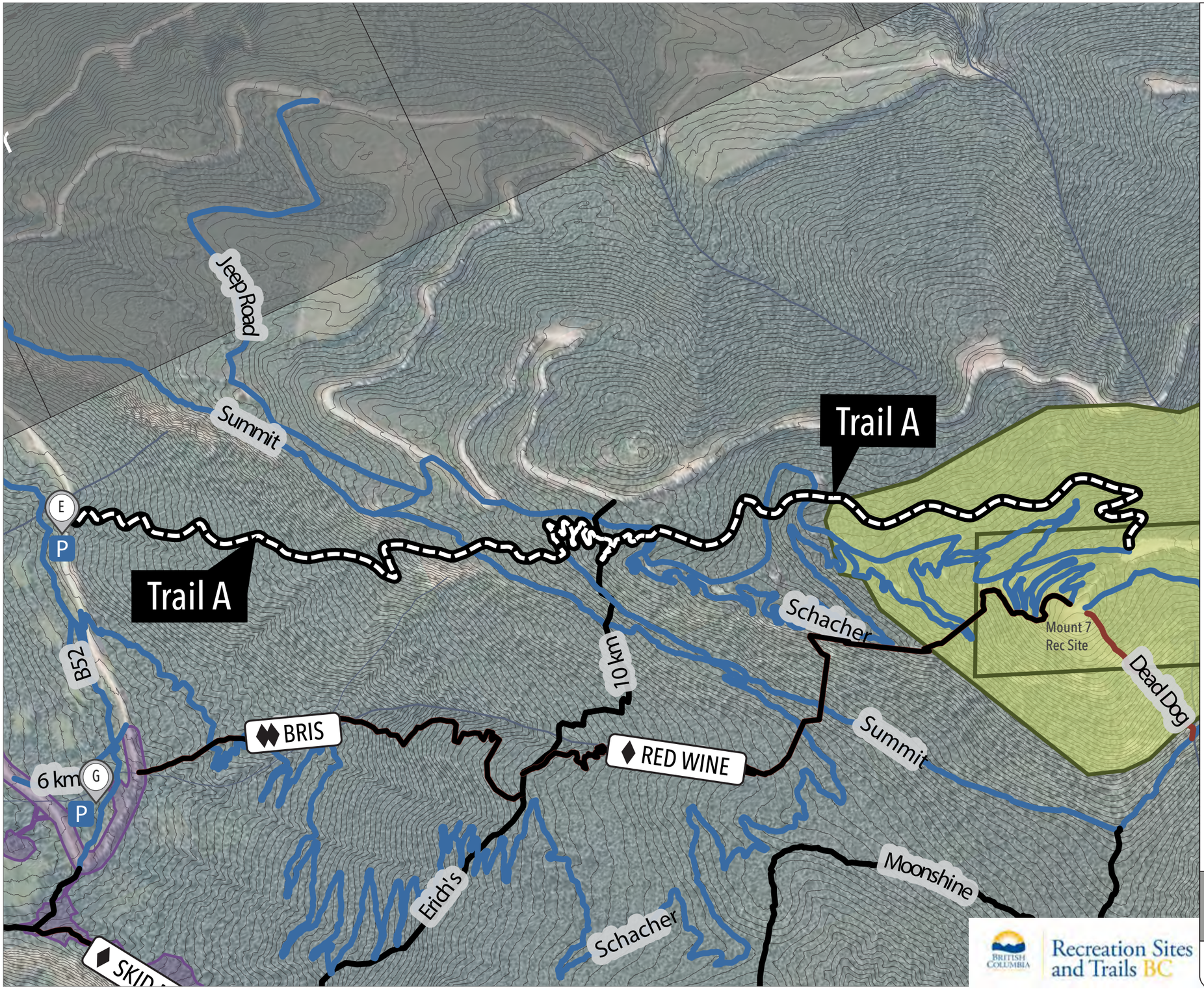
- Proposed Mount 7 Boundary
- Recreation Polygons (Existing)
- Town of Golden Municipal Boundary
- Private Property Parcels
- Woodlots (Active)
- Forest Harvest Authorizations (Active)
- Proposed Green Trail
- Proposed Blue Trail
- Proposed Black Trail
- Proposed Future Connection
- Designated Green Trail
- Designated Blue Trail
- Designated Black Trail
- Existing Red Trail
- Hiking Trail (Unrated)
- Forest Service Road
- Road
- 5m Contour
- Stream or Creek
- Railway Line
- Conservation Lands
- Habitat Sensitive to Alteration
- Wetlands
- Trail Travel Direction
- Jump Features on Trail (Blue)
- Jump Features on Trail (Black)
- Trailhead Improvements
- Potential Parking Lot

NORTH

Scale 1:7,000

0 50 100 150 200 250

METERS



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MOUNT 7 - PROPOSED TRAIL DEVELOPMENT INITIATIVES

Priority	Development Type: Proposed Trail	Difficulty	Trail Length	Direction	Average Grade	Estimated Cost	Timeline
2	Jumpline Trail	Black	• 600 meters	• Downhill	• 15%	• $50,000	• 1-5 Years

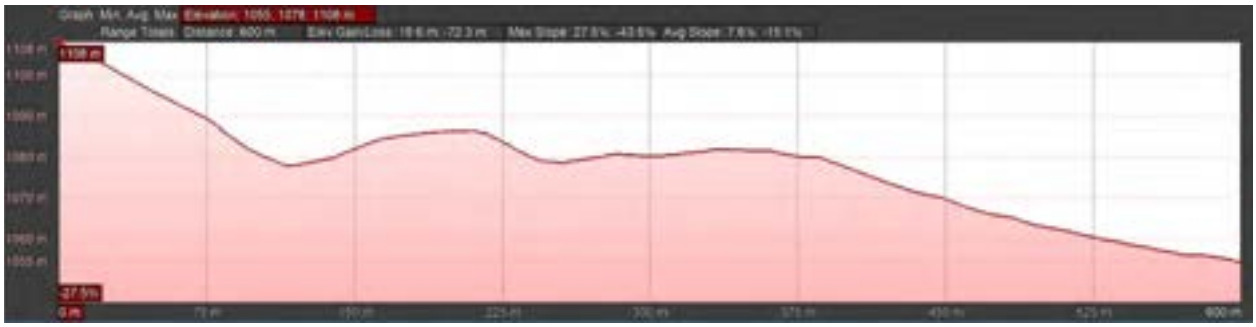
TRAIL SYMBOL ON OVERVIEW MAPPING: B

PROPOSED TRAIL RATIONALE:

The proposed Jumpline trail responds to an identified gap in existing infrastructure combined with an increasingly high demand for a modern jumpline trail within the Mount 7/Mountain Shadow recreation network. The proposed Jumpline Trail would create an important connection to the existing 3km (True Value) Trail. The proposed Jumpline Trail begins with a Black level of difficulty and will be machine built track to the proposed parking lot and private land boundary. After this, the Jumpline Trail transitions to a Blue level of difficulty with ride around options and will be hand-built track. The proposed trail will be downhill travel only but the adjacent Schacher trail offers riders an uptrack option to access the Jumpline Trail as a loop.

PROPOSED TRAIL PROFILE:

Elevation Gain/Loss: 19m Gain, 72m Descent
Average Slope: 15%
Trail Type: Wide Singletrack (2.0m width) with Marked Jump Features
Intended Use: All Mountain with Marked Jump Features and Ride Around Options



PROPOSED JUMPLINE TRAIL PARKING LOT RATIONALE:

The proposed parking lot would allow users to park adjacent to the jumpline trail. This gravel parking lot will be designed to accommodate 10 vehicles and provide opportunities for information signage. The proposed location includes an existing flat area previously used for logging laydown during the windstorm of 2017.

PROPOSED PARKING LOT AT JUMPLINE TRAIL: C

Surface Type: Gravel with road crush base
Capacity: 10+/- vehicles, approximately 400 square meters
Amenities: Information signage regarding Jumpline trail etiquette, trail network information
Estimated Cost: $15,000
Priority Level: Medium (0-3 years upon completion of the Jumpline Trail)

JUMPLINE TRAIL

LEGEND

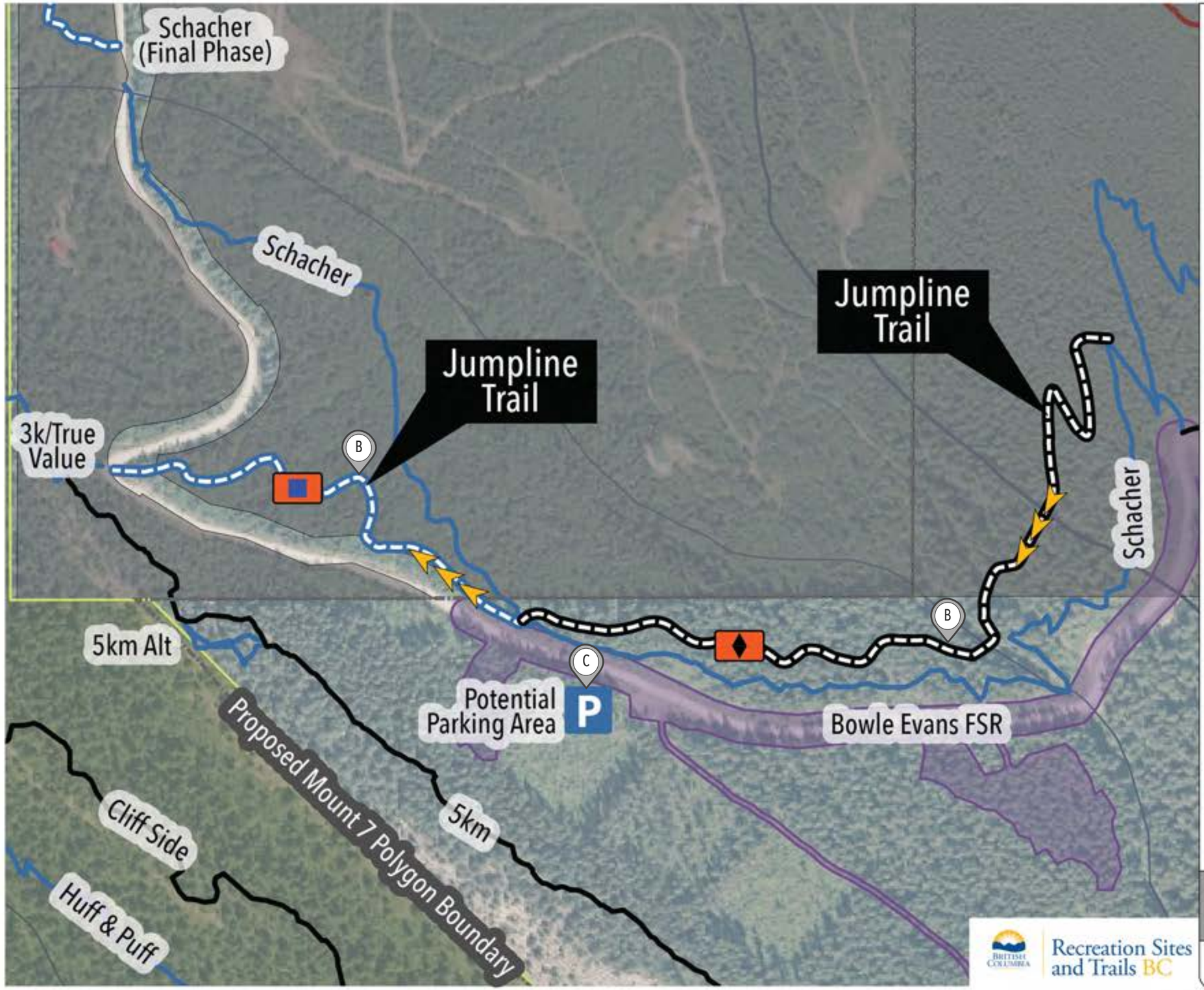
- Proposed Mount 7 Boundary
- Recreation Polygons (Existing)
- Town of Golden Municipal Boundary
- Private Property Parcels
- Woodlots (Active)
- Forest Harvest Authorizations (Active)
- Proposed Green Trail
- Proposed Blue Trail
- Proposed Black Trail
- Proposed Future Connection
- Designated Green Trail
- Designated Blue Trail
- Designated Black Trail
- Existing Red Trail
- Hiking Trail (Unrated)
- Forest Service Road
- Road
- 5m Contour
- Stream or Creek
- Railway Line
- Conservation Lands
- Habitat Sensitive to Alteration
- Wetlands
- Trail Travel Direction
- Jump Features on Trail (Blue)
- Jump Features on Trail (Black)
- Trailhead Improvements
- Potential Parking Lot

Scale 1:3,500

0 25 50 75 100 125 150

METERS

NORTH



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MOUNT 7 - PROPOSED TRAIL DEVELOPMENT INITIATIVES

Priority	Development Type: Proposed Trail	Difficulty	Trail Length	Direction	Average Grade	Estimated Cost	Timeline
3	Summit Connector	Blue	• 590 meters	• Downhill	• 15%	• $15,000	• 1-3 Years

TRAIL SYMBOL ON OVERVIEW MAPPING: D

PROPOSED TRAIL RATIONALE:

The proposed trail responds to a need to connect the popular Summit trail as it currently dead ends at the Bowle-Evans Forest Service Road. This hand-built trail will be downhill travel specific. The trail is intended to be playful and fun using natural features from small jumps and rollers. The trail experience is intended to be similar to the Summit Trail ensuring that downhill bikes will not require extensive pedaling. Note the existing terrain in this area is challenging and further assessment and alignment refinement is required.

PROPOSED TRAIL PROFILE:

Elevation Gain/Loss: 36m Gain, 100m Descent
Average Slope: 15%
Trail Type: Singletrack
Intended Use: All Mountain, Cross Country

PROPOSED PARKING LOT AT SCHACHER MID-POINT RATIONALE:

The proposed parking would be located at the mid-point of the existing Schacher Trail. Parking already occurs in this area and formalization is required to ensure the Bowle-Evans Forest Service Road does not become congested (refer to MAP 03). This gravel parking lot will be designed to accommodate 10 vehicles and provide opportunities for information signage.

PROPOSED PARKING LOT AT SCHACHER MID-POINT:

Surface Type: Gravel with road crush base E
Capacity: 10+/- vehicles, approximately 400 square meters
Amenities: Information signage regarding trail etiquette, trail network information
Estimated Cost: $15,000
Priority Level: Medium (0-3 years upon completion of the Summit Connector Trail)

SUMMIT CONNECTOR

LEGEND

- Proposed Mount 7 Boundary
- Recreation Polygons (Existing)
- Town of Golden Municipal Boundary
- Private Property Parcels
- Woodlots (Active)
- Forest Harvest Authorizations (Active)
- Proposed Green Trail
- Proposed Blue Trail
- Proposed Black Trail
- Proposed Future Connection
- Designated Green Trail
- Designated Blue Trail
- Designated Black Trail
- Existing Red Trail
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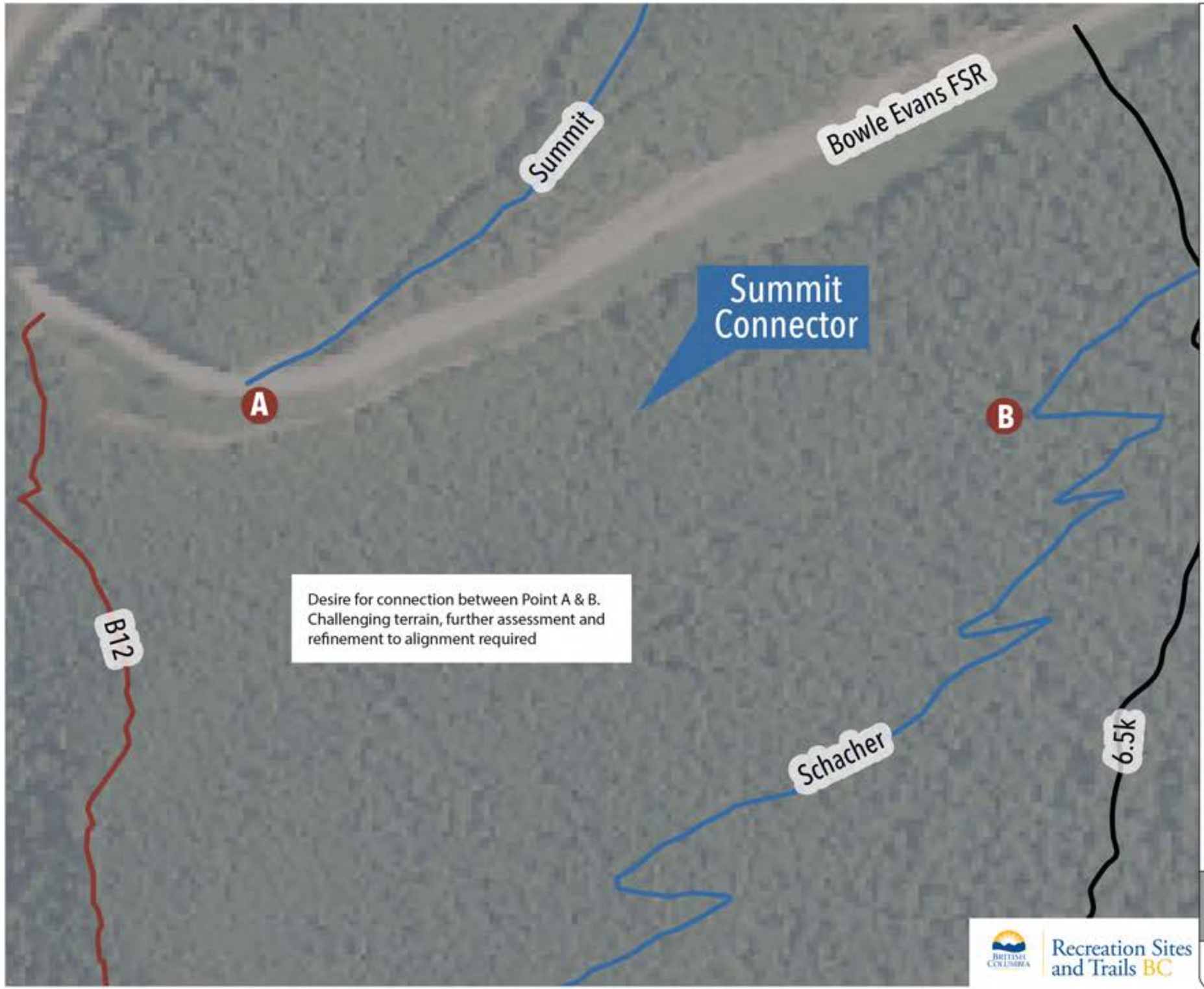
- Railway Line
- Conservation Lands
- Habitat Sensitive to Alteration
- Wetlands
- Trail Travel Direction
- Jump Features on Trail (Blue)
- Jump Features on Trail (Black)
- Trailhead Improvements
- Potential Parking Lot



Scale 1:1,500

0 10 20 30 40 50

METERS

NORTH

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MOUNT 7 - PROPOSED TRAIL DEVELOPMENT INITIATIVES

Priority	Development Type: Proposed Trail	Difficulty	Trail Length	Direction	Average Grade	Estimated Cost	Timeline
4	Schacher Final Phase	Blue	• 2,130 meters	• Bi-directional	• 6.3%	• $30,000	• 3-5 Years

TRAIL SYMBOL ON OVERVIEW MAPPING: F

PROPOSED TRAIL RATIONALE:

The proposed trail responds to a need to connect one of the most well used access trails (7 Up) to the popular Schacher trail. At present the Schacher trail is accessed by riding along the Bowle-Evans Forest Service Road for approximately 1,400 meters. This family friendly trail will be a difficulty rating of Blue and will be hand-built singletrack. The trail will be primarily a climbing trail but will accommodate bi-directional travel.

PROPOSED TRAIL PROFILE:

Elevation Gain/Loss: 64m Gain, 12m Descent
Average Slope: 6.5%
Trail Type: Singletrack
Intended Use: Cross Country, Family Friendly, Adaptive

PROPOSED PARKING LOT AT 5KM TRAILHEAD RATIONALE:

The proposed parking would be located in close proximity to the existing 5km trailhead. Parking often occurs in this area and formalization is required to ensure the Bowle-Evans Forest Service Road does not become congested (refer to Map 03). This gravel parking lot will be designed to accommodate up to 30 vehicles and provide opportunities for information signage.

PROPOSED PARKING LOT AT 5KM TRAILHEAD MID-POINT: G

Surface Type: Gravel with road crush base
Capacity: 30 vehicles, approximately 1,100 square meters
Amenities: Information signage regarding trail etiquette, trail network information
Estimated Cost: $30,000
Priority Level: High (1-3 years)

7UP TO SCHACHER

LEGEND

- Proposed Mount 7 Boundary
- Recreation Polygons (Existing)
- Town of Golden Municipal Boundary
- Private Property Parcels
- Woodlots (Active)
- Forest Harvest Authorizations (Active)
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- Proposed Black Trail
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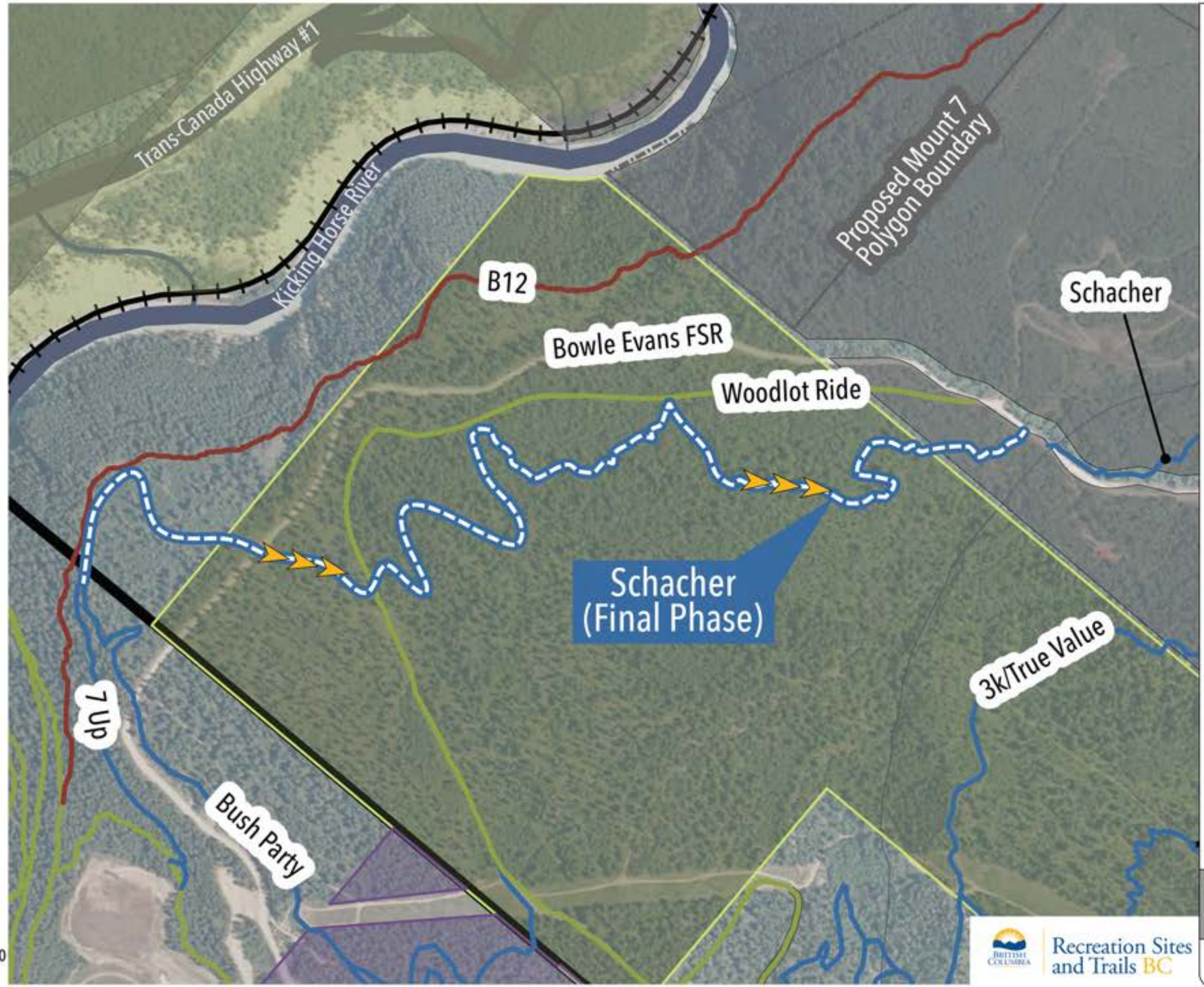

Scale 1:5,000

0 50 100 150 200 250

METERS

NORTH

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05 MAINTENANCE FRAMEWORK

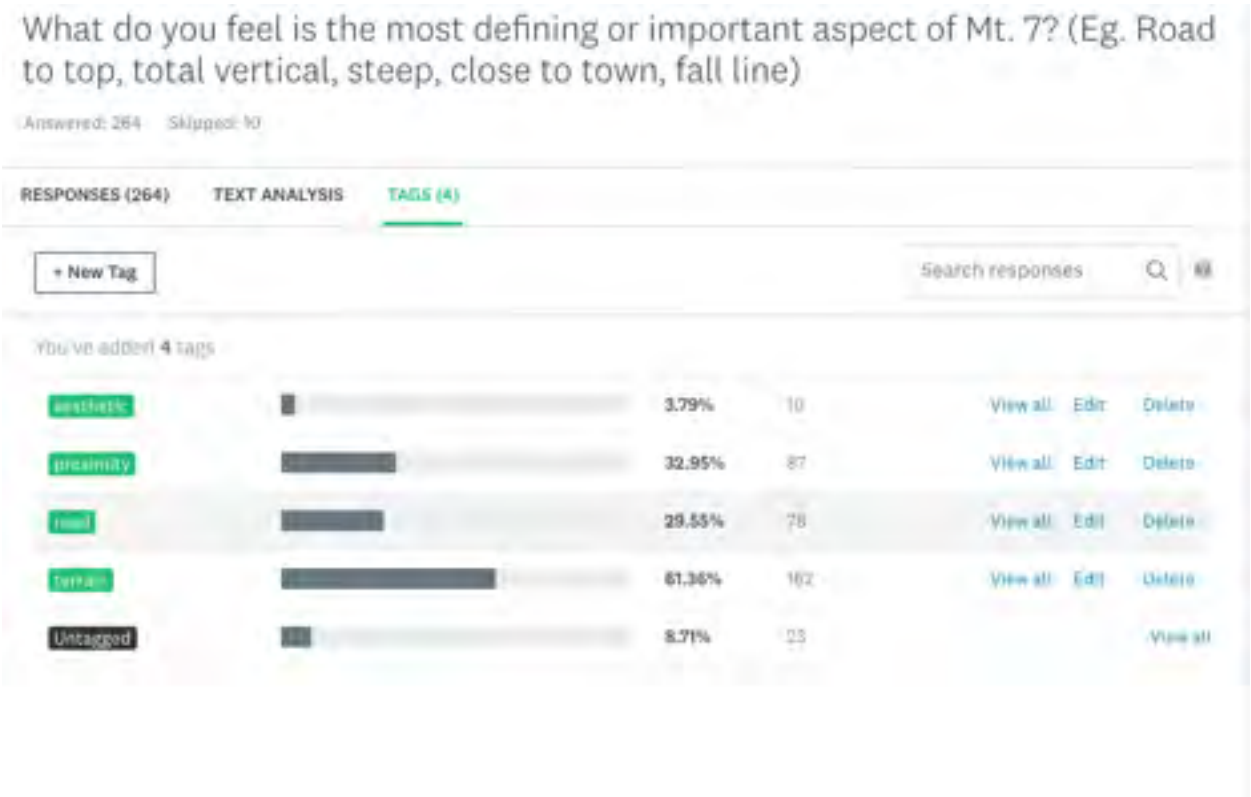
The following table represents a framework for a maintenance cycle for all existing and proposed trails within the Mount 7 recreation network. Planning and funding for trail maintenance will be pro-active and The Golden Cycling Club will secure funding from memberships and other funding sources. The Golden Cycling Club will use their internal trail maintenance team and inspection checklists to keep records of regular maintenance, plan to rectify problematic areas, and demonstrate due diligence in sustainable trail development and public safety:

MOUNT 7 TRAIL NETWORK MAINTENANCE FRAMEWORK				
Trail Name	Trail Length	Maintenance Frequency	Estimated Budget/Annual	Notes
3 km / True Value	• 730 meters	• Annual/as needed	• $500	
5 km	• 1,760 meters	• Annual/as needed	• $1,000	
5 km Alt	• 115 meters	• Annual/as needed	• $200	
6 km	• 245 meters	• Annual/as needed	• $250	
10 km	• 866 meters	• Annual/as needed	• $550	
B12	• 3,234 meters	• Annual/as needed	• $750	
B52	• 507 meters	• Annual/as needed	• $350	
Bris	• 980 meters	• Annual/as needed	• $650	
Dead Dog	• 304 meters	• Annual/as needed	• $250	
Erich's	• 664 meters	• Annual/as needed	• $500	
Jeep Road	• 3,211 meters	• Annual/as needed	• $500	• Potential Partnerships opportunities with Golden Off Road Motorcycle Association (GORMA)
Moonshine	• 1,225 meters	• Annual/as needed	• $750	
Red Wine	• 1,350 meters	• Annual/as needed	• $750	
Schacher	• 15,300 meters	• Bi-annual/as needed	• $5,000	• High use levels require higher levels of maintenance
Skidmarks	• 1,477 meters	• Annual/as needed	• $750	
Summit	• 3,897 meters	• Annual/as needed	• $1,500	
Tail Gate/Snake Hill	• 655 meters	• Bi-annual/as needed	• $750	• High use levels require higher levels of maintenance
Trail A	• 2,950 meters	• Annual/as needed	• $1,200	
Jumpline Trail	• 600 meters	• Weekly/Monthly	• $1,200	
Summit Connector	• 590 meters	• Annual/as needed	• $350	
Schacher Final Phase	• 2,130 meters	• Annual/as needed	• $750	
PROJECTED ANNUAL MAINTENANCE TOTAL				$18,500.00

APPENDIX A - MOUNT 7 COMMUNITY SURVEY RESULTS

The Golden Cycling Club conducted online surveys during June and October of 2018 to further understand community and membership use patterns and desires. The following represents the results from the Mount 7 Survey (June 2018) and from the broader network survey with responses pertaining to Mount 7. A total of 276 participants provided input for the Mount 7 Study.

Why Mount 7?



- Steep (59)
- Difficulty (50)
- Long runs (48)
- Fall line (28)
  Natural Singletrack (17)
- Diversity (12)
- Ability to Climb (6)

User Patterns

How many days a month do you ride Mt. 7?

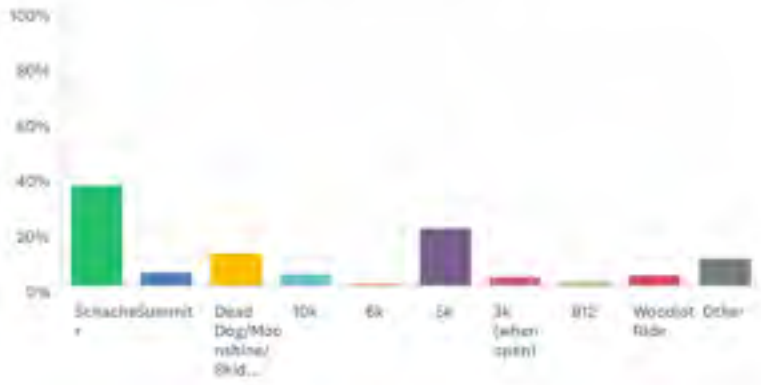
ANSWER CHOICES	RESPONSES	
0	4.76%	13
1-4	48.72%	133
5+	46.52%	127
TOTAL		273

Do you primarily pedal or shuttle Mt. 7 or both?

ANSWER CHOICES	RESPONSES	
Pedal	50.19%	135
Shuttle	26.77%	72
Equal	23.05%	62
TOTAL		269

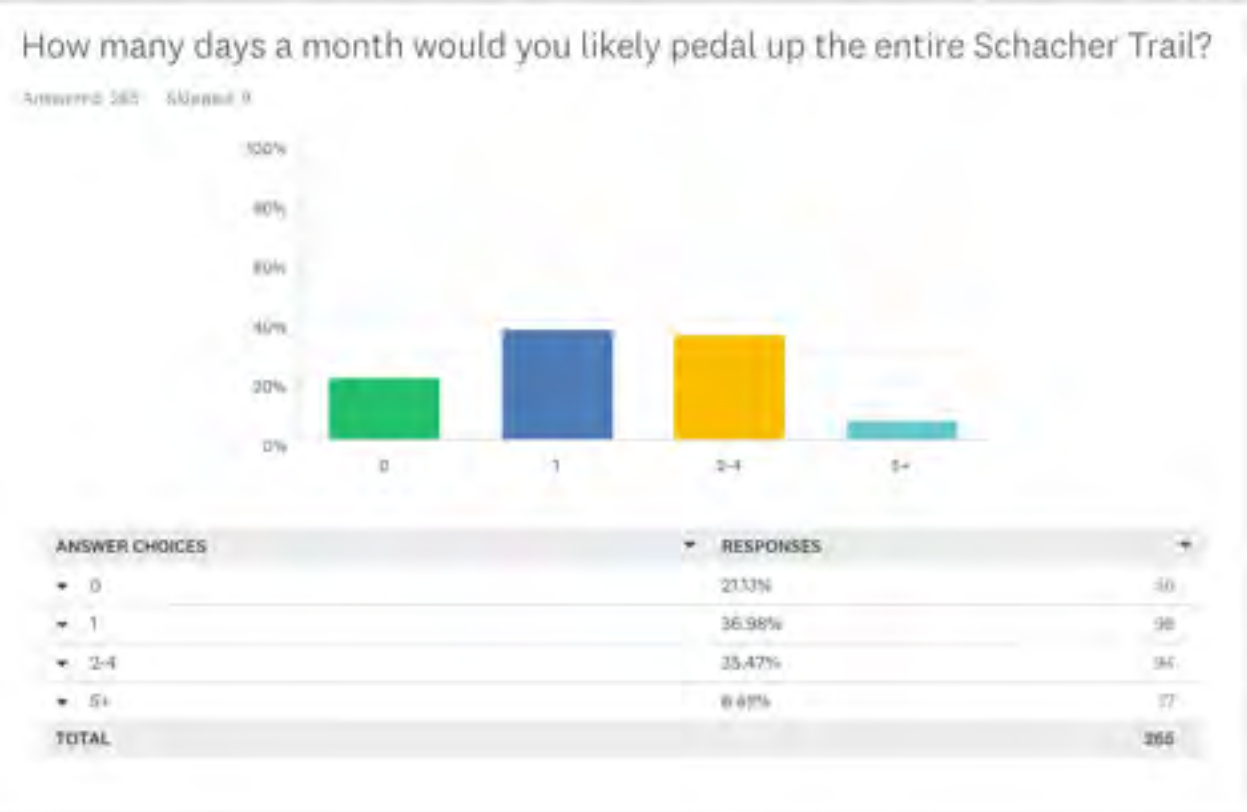
Which trail do you currently ride the most on Mt. 7?

Answered: 270 Skipped: 4

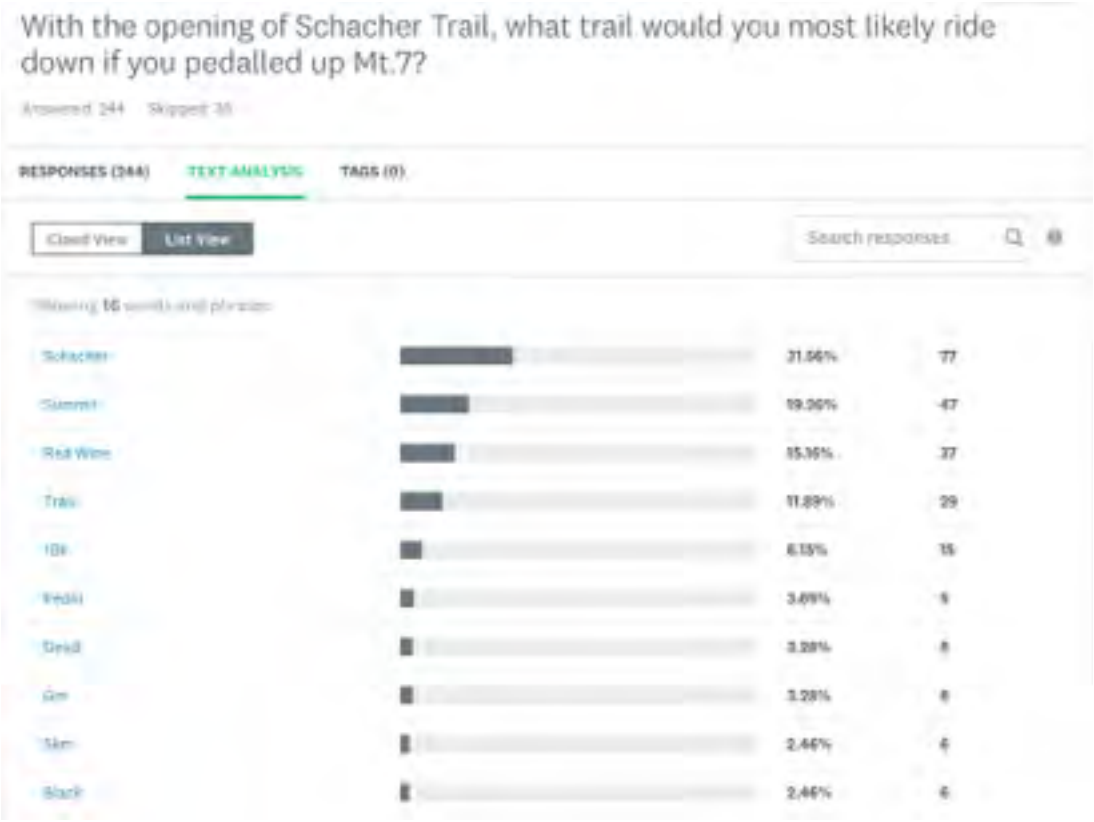


ANSWER CHOICES	RESPONSES	
Schacher	36.30%	98
Summit	4.81%	13
Dead Dog/Moonshine/Skidmarks/5k	12.22%	33
10k	4.44%	12
6k	1.11%	3
5k	21.11%	57
3k (when open)	3.70%	10
B12	2.22%	6
Woodlot Ride	4.07%	11
Other	10.00%	27
TOTAL		270

Schacher Usage



ANSWER CHOICES	RESPONSES	
0	21.13%	56
1	36.98%	98
2-4	35.47%	94
5+	6.60%	17
TOTAL		265



Demand

Current Network (effective)

Sanctioned Trails

Name	Rating
Woodlot	Green
Schacher	Blue
Summit	Blue
B52	Blue
6k	Blue
10k	Black
Race Line (3 options)	Blue/Black/Double Black
Bris	Double Black
B12	Double Black

Green: 1 (9%)

Blue: 5 (45%)
Black: 2 (18%)
Double Black: 3 (27%)

Unsanctioned Trails

Name	Rating
GNR/ Troy's	Black
Black	Black
Dairyland	Black
Riley's	Black
6.5k	Black
B13	Black
Redwine	Black
Guy's	Black
Jumpline	Double Black

Black: 8 (89%)
Double Black: 1 (11%)

*For reference: SQUAMISH
Green: 28 (13%)
Blue: 91 (42%)
Black: 67 (31%)
Double Black: 32 (15%)

General Surveying Feedback

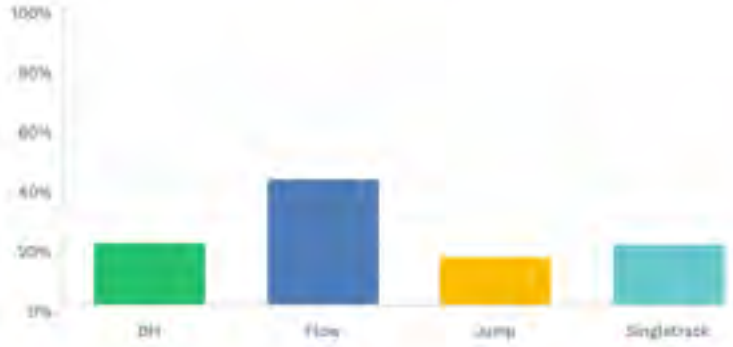
TRAIL TYPE	VOTES
Alpine	29
Advanced FR	18
Jumps	16
Tech XC	9
Valley Connector	3
Skill Development	3

Kid’s	2
Green Trails	2

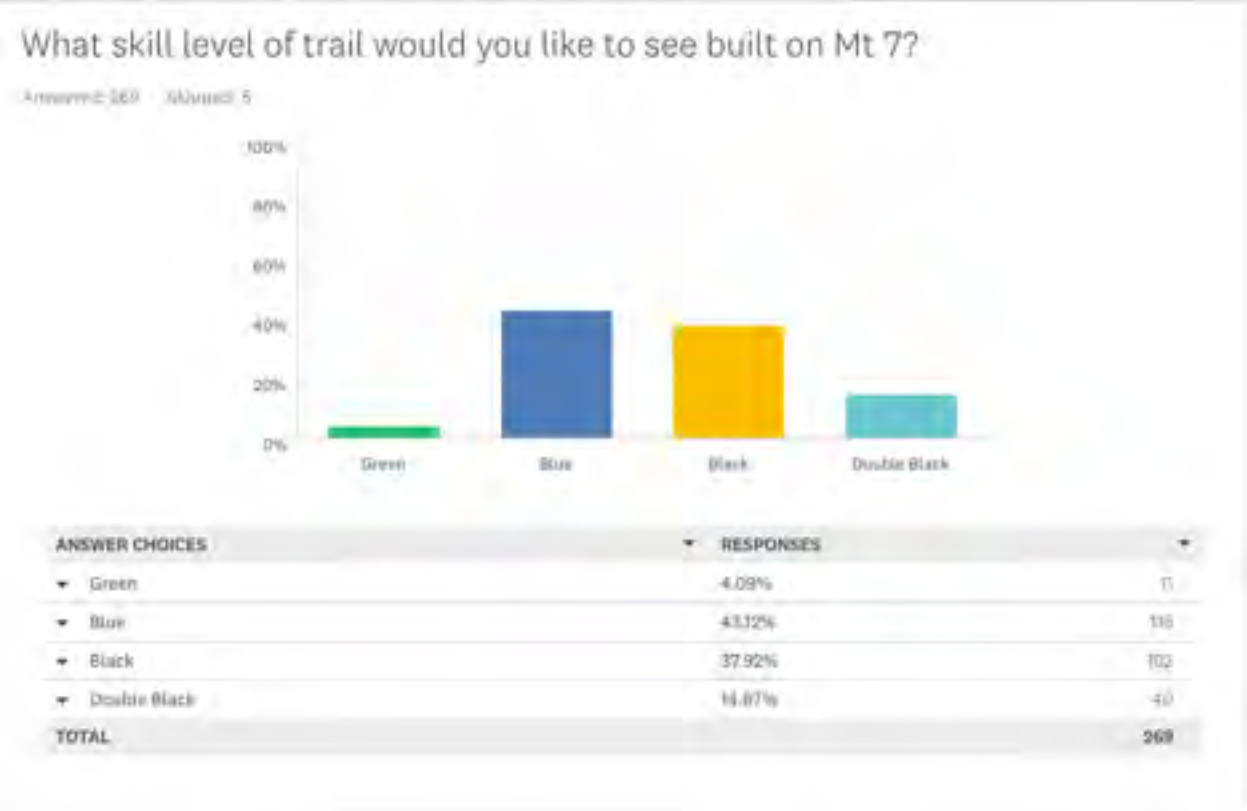
Mt 7 Survey Feedback

What style of trail would you most like to see developed on Mt. 7?

Answered: 207 Skipped: 7



ANSWER CHOICES	RESPONSES	
DH	20.97%	56
Flow	42.32%	113
Jump	16.10%	43
Singletrack	20.60%	55
TOTAL		267



ANSWER CHOICES	RESPONSES	
Green	4.09%	11
Blue	43.12%	116
Black	37.92%	102
Double Black	14.87%	40
TOTAL		269

Development Ideas (from Mt 7 Survey)

New Trails

Summary

Mid and Lower mountain needs more trails for easy pedaling access. 3k and 5k alternatives are desired. 3k to Chute the Duck would be a DH option and connect to the Mtn Shadows which is in high demand. A 5k parallel trail is often requested and a more feature laden trail would fulfull other demand. It could potentially connect from Erich's parallel to Skidmarks. Slightly higher up there is demand for more DH trails in the area from B13/Riley's to 6.5k area, can they go down to town?

A connector from the launch to the hiking trail, or a completely new alpine trail is the most demanded new trail.

Next in demand is a large jump line, a la Aline and most people have identified the cut block along the Schacher from 3-4k as an ideal zone that could also see other types of features such as a dual slalom. This is one of the highest demands in the entire Golden network.

Building trails down towards the river that would return via logging road is a popular idea, as is a parallel trail to Bris.

A constant theme is to avoid crossing too many trails and oversaturating the mountain. Many people would like to see older trails maintained or revamped to fill voids in the network, ie. Black Trail.

A variety in the type of black trail are needed, not just steep. Many people are looking for flow trails in general but specifically requesting a variety of trails.

What

Votes

- Develop Mid to Lower Mountain (25)
- Alpine trail/connector (19)
- Jump line in 3-4k cut block (13)
- Develop toward KH River (9)
- Expand steep trails around Riley's (9)
- Trail parallel to 5k (4)
- Summit to 5k above road (4)
- Rebuild Black Trail (3)
- Bris Parallel (3)
- 3k alternate (1)
- Rebuild 6k difficult (1)
- 4-3k DH (1)
- Remake Cedar House's gnar spots (1)
- Near GNR (1)

Specific Ideas

- -Heading down to the Kicking Horse River and returning via logging road
- -Connector to Alpine Hiking Trail and/or a proper alpine trail
- -Off 10k Between Bris, Summit Cliff band and Schacher down to 6k area to town
- Black Trail rebuilt as black/dbl black freeride trail with wood features and jumps
- Alternative route down from 3k
- Jump lines and dual slalom along new Schacher Clear Cut with trail from top of 5k connecting
- Steep trails from Schacher 6km down to 4k and lower
- Freeride trail parallel to 5k
- Top to bottom flow trail
- The 10-20 year old cutblock on the east side near 6 km is filled with replanted larch trees and could be something unique. I like this for three reasons. a) It probably won't be cut for another 30-50 years. b) Its amazing over their in the fall. c) There are some nice rock features.
- Off 10k to connect into 6.5k to bottom

- New trail down to cedar house. More flowy. Less gnarly
- Green trail off Bush Party

Notes

- Steep and technical with some flows section plus drop and jumps). More like LSD.
- A diversity of advanced options - advanced flow, jumps, tech
- It's important to stress jump line means large jumps with sustained fall lines with no tight corners into step ups or pointless stutter bumps that take the speed out of the trail. Big, fast float motorway of step downs, gaps, step ups and transfers.
- All development built with minimal intersections except at bottom of sections or inevitably, with Schacher
- Using the already vast network of trails, but just new schooling them up, more across fall line trails with eroded fall line sections re worked.
- I would like to see unused or poorly made or placed trails reclaimed.

Connector Trails

Summary

There are obvious gaps in the connectivity of trails and most people have pointed most of them out. Many people want to avoid the road when biking. The most requested connector is from Summit Trail exit to B52 to connect to 5k and Schacher and complete a blue line down from the top. This would be ideal to be built under the road using the B13 access which would connect to all the trails on that aspect.

Connecting Schacher to town is a high priority.

Many small connectors on Schacher will make the Mt 7 ride completely differently. For climbing and descending, a connector from Schacher to 3k. Schacher to to top of Bris and another to the closest point on mid Moonshine for mid mountain laps. An easy access to Schacher from 10k will allow people to park and ride to the alpine more easily.

Votes

- Summit to B52 (16)
- Town to Schacher (16)
- Connect to Mtn Shadows (12)
- Bottom of B13 to 3k (2)
- 3k alternate (2)
- Schacher to 3k for up and down traffic (1)
- Schacher to top of Bris (1)
- Schacher to mid Moonshine (1)

- Blue trail from road to Schacher at 10k (1)
  Summit and Schacher intersection to Erich's (1)
  Top of Berminator to Schacher (1)
- 5k to Cliffside (1)
- B12 to Berminator after last steeps (1)
- Erich's to 5k (1)
- Top of 3k to Chute the Duck (1)
- Moustache Ride to Black Trail (1)

Notes

- Trails at the bottom that aren't 3km/dairyland
- Will connectors to make network family friendly put advanced trails at risk?

Q3 What style of trail, or location of trail would you most like to see built?

would liekt o see psychosis race course returned to its original spped and fun, the new jumps slow things down way too much and it is vital that the origional lines be re-established with the blown over trees, currnt lines as of sept are very slow and come to a haulting stop when trail should be fun at speed. rework is vital to keep me coming back to golden. this trail is world famous!

Responsible alpine Ridgeline/dedicated trails. Continued revitalization of Mt 7 with selective add ons. Additional comments below

Mt 7 free ride/flow/jump

Mt 7 pyshcosis race course

Keep adding to our existing trail networks, but not at the expense of maintaining or sprucing up existing trails... More jumps and drops, not death gaps, but jumps with big transitions and something people can progress on or hit blind, think last few jumps on hymenoptera... Now that we have the new mt 7climb, make a blue/dark blue trailbike downhill trail, spruce up existing downhill trails to reduce the gnar factor, or make ride arounds... more technical climbs and descents on our xc trails... cut trees that won't allow at least 950 mm of handlebar clearance, I hate knuckle smashers

.

I'd like to see the GCC preserve the original Psychosis Course / dead dog.

Technical XC trails on Mt7/ShadowKeep developing mount 7 and build a ridable Trail to the cedar house trail head (less hike a bike)..

Downhill variety off schacher

Double Black jump trail on Mt 7Flow/Gnar combo trails ie Mt7 5k style!!

Flow and smooth with some more raw gnarly sections throughout. Using interesting terrain features to an advantage.We need to keep the raw and technical aspects of mt 7 and add large jump lines to cater to higher levels of riding.

We also need blue trails on mt 7 that are technical and raw but reasonable for blue level riders. Keep the riding in golden, golden style. Don’t need to copy every other trail network

What areas in Golden would you like to see more trail development occur? Choose all relevant.

(Even though Mount 7 was not on the list, there was a lot that commented of being an area they would like to see develop)

mt 7 more tech and flow dh trails

How is Mt7 not on this list???

Blue trails off Mt 7 summit

connecting Mount 7 with the Mountain Shadows. LSD area

What is your vision of the trail development around Golden? (give us your ideal plan)

progression park at base of mt 7 or cedar lake (A la Kamloops bike ranch). Improve and lengthen blaeberry river trail, create alpine loop

CONTINUED Revitalization of Mount 7. Instead of building new trails in other parts of the valley, revitalize and add to the classic Mount 7. It has mtn bike history and is of culture which riding around Golden is based upon. Specifically- add a parking lot for vehicles to park at on specific sections, (i.e. parking lot at 6 km there looks to be an ideal location) using for example Cedar lake trailhead as an example in concept. People drive to Cedar Lake to start their ride, why not have a parking lot at 6km? It would be the same as someone driving to Cedar Lake, even shorter/less driving than a trip up to the ski area in the winter. If a concept like that were developed on the Mt 7 side members would then be able to start to consider riding the upper shacher to the top and doing link up rides down from mid mountiain, or first climb to the top and drop from there. A central issue to the all mountian/enduro style riding on Mt 7 is that most the membership is not fit enough to do a climb from base to summit on Schacher. If they are fit enough, it may only be once a year. If you break the system up via establishing TH Parking lot

at 6 km, then membership will begin to realize that they can frequent upper mtn riding more often without having to do the epic base to summit climb as currently is. It will help distribute the ridership more evenly across the network eventually, helping to mitigate the building volume increases on the Moonraker side. Thanks a lot to all the executive for your service, and consideration of these ideas.two more descents down mt 7, one blue for xc bikes, one dark blue/ black...two more descents down mt 7, one blue for xc bikes, one dark blue/black...Although I live on the west coast, I travel to Golden at least twice a year to ride Mt 7, mostly the Psychosis course. I wish more than anything for the nature of that course to be preserved. It is a absolute world class trail and is the best of its kind in the world hands down. I wish to see the original line brought back as close as is reasonably possible. There are two particular sections that have trees down still that need to be cleared to reopen the original line that was previously fast and part of

what makes that trail so special. I would like to see any further efforts to add jumps to that trail to stop, as they are not in tune with the high speed tech nature of the course. This trail needs nothing more than for the original line to be brought back to life. Thanks for all the hard work you do to keep my favorite trail in the world ride-able. It truly is a gem.

I would really like to see the nature and style of the original psychosis course preserved. It is a unique race course that allows an advanced rider to maintain an average speed much greater than anywhere else. I know of many riders who consider the psychosis line as one of the best trails available to DH specific style riders anywhere. It is a destination in itself. It doesn't need jumps or re-routes; it is already perfection and has historical significance to the Culture of Mountain biking
in Golden.

Have at least one large machine built jump/drop/free ride trail on Mt7. Signature trail. Upgrade old but good trails with new well built jumps and woodwork, more short flow/jump trails on cbt side, a good wide chariot friendly connector from town to reflection lake to make it a more obvious part of the trail network for families

More trails like Disneyland in Mt Shadow and maybe some connectors that would allow us to go between Mt7 and upper Mt Shadow trail systems would be fun. :)

Extend mighty quin all the way down as a blue jump trail, have at least 1 or 2 black jump trails on the mount 7 side on the lower part of the mountain so that it is easy to cycle to from town. Bike jump park on the area above the gravel pit overlooking reflection lake.

I think schacher has opened up some opportunity for a nice climb and lots of new stuff could be added to come down off that trail.
I like being able to climb up out of town and be rewarded with the descent back into town.

develop the Mt. 7 area with more descending loops off the Schacher climb, more single black trails

Develop a few alpine trails More trails along the mainline More lower mount 7 trail that can connect with mountain shadow

More darkblue/black trail that caters to modern mountain bike geometry. Ideally more options off the Schacher in my opinion, maybe not quite as steep as most mt7 trails.

Maximize downs with efficient ups... multiple descents with small bumps up on the climbing trail. So, more fun descending options on Mt7 off of the Schacher. Oh, and alpine.

More Mt7 and a proper jump zone/skills park1.

Build alpine trails up higher on mount 7. Head up to the saddle below the 7. Drop down and obtain the next ridge to the east heading towards Kapristo North. Keep working away at this, adding segments as we can in the alpine. While this isn't the best alpine in the area, Golden's superpower is the accessibility of the trail networks FROM TOWN. Likewise something could be considered off the Ski Hill but maintaining the links in our network so that everything can be ridden from or back to town is so awesome. 2. Build faster wider machine build jump trail perhaps in the mountain shadows network or lower mount 7.

Maximize Mt 7 and it's terrain. The space is massive.

Community spaces to learn and for kids to hang out - the new parks in Whistler are epic. There’s dirt jumps, skate park, practice trail features, and pump tracks. There’s plenty of space at the base of mount 7. If I were to get really crazy: velosolutions :) It’s expensive, but people travel far just to ride them and it would draw people to golden (which equals money spent locally while there).

APPENDIX D

How to Ace a Trail Application in BC

McElhanney

How to Ace an Application for Trail Development in BC

Guidelines for constructing, rehabilitating, or maintaining trails on public land in BC.

This guide is for individuals and groups interested in gaining permission to legally construct, rehabilitate or maintain trails on public land in BC. While this guideline won't guarantee you approval of your submission, it will help you make sure that the required information is included in your application.

Part 1: The Regulatory Framework

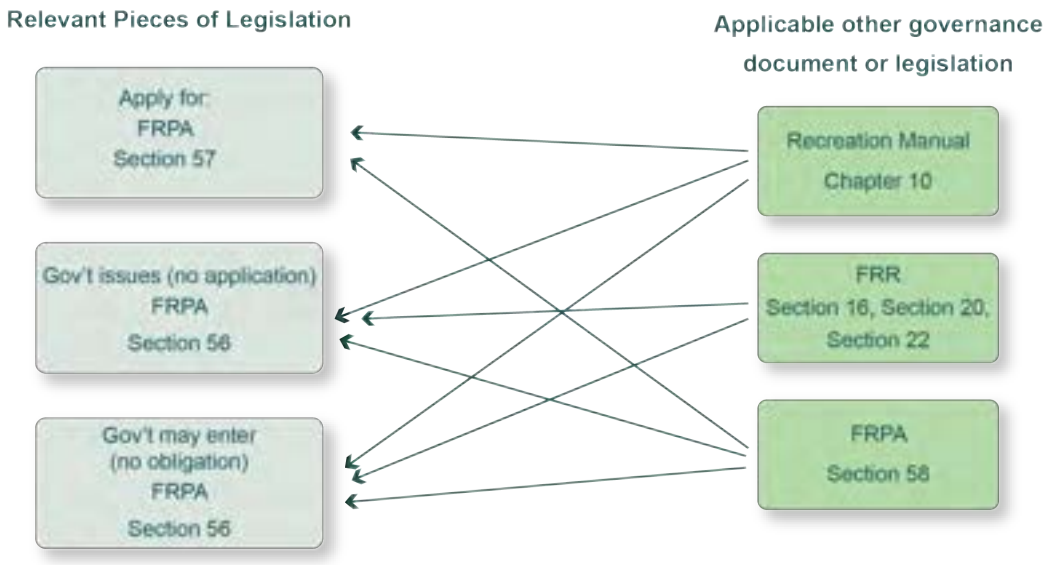
This guideline focuses on BC public lands that are outside of BC Provincial Parks or First Nations Title lands. It excludes trail development on private land (see **ORCBC's Best Practices for developing public trails on private land**).

With those exclusions noted, recreation on public lands in BC, which make up more than 90% of the landscapes, is governed by the **Forest and Range Practices Act** (FRPA), the **Forest Recreation Regulation** (FRR), and the **Recreation Manual**. Recreation Sites and Trails BC (RSTBC) is typically the division that administers the recreation-specific programs related to these pieces of governance. District Recreation Officers (DRO) are the RSTBC staff that typically administer these processes.

RSTBC priorities (in order of importance):

1. User Safety
2. Sustainability
3. Developing high value recreation opportunities

Typically, an authorization to construct, rehabilitate or maintain a trail on public land is impacted by these pieces of legislation.



Acts: Acts, such as FRPA are the government laws that form the regulatory context of British Columbian.

Regulations: Regulations provide direction on how Acts are to be administered.

Manual: The Recreation Manual is a set of guidelines and standards that assist the DRO in understanding and applying consistency to recreation assets.

What is a Section 57?

Under Section 57 of the FRPA, persons may NOT construct, rehabilitate or maintain a trail or recreation facility on public land. The term "Section 57" is often used to describe the legal permission an entity receives to perform construction or maintenance of trails or recreation facilities on BC public land. When a "Section 57" authorization is received, it allows a person or organization to do this work. It is, effectively, authorization to break the law. Like "ok, you can exceed the speed limit if you're driving a fire truck."

A Note on Reconciliation:

Whilst this guideline endeavors to help users navigate the provincial government process for constructing, rehabilitating, or maintaining trails on public land in BC, there are still unknowns on how the provincial government and First Nations governments will jointly manage the land base. Individuals and organizations are urged to contribute to reconciliation efforts by understanding local First Nation use of the land. According to the guiding principles in Working in a Good Way, establishing connection and collaborating with local Indigenous communities early in the planning process is ideal for relationship building.

There are some important things to recognize that a Section 57 does not provide:

1. It does not provide formal tenure or recognized use or rights.
2. It does not make the holder of the Section 57 a formal or recognized stakeholder.
3. It does not provide any level of protection for the developed trail or facility.
4. It does not give the DRO or land manager any authority under FRPA to establish rules (i.e. motorized or non-motorized).
5. It has a set expiry or timeline on when work can be completed and when the authorization expires. After expiry, a new application must be submitted.
6. It **is** required for maintenance activities. Even if an organization received a Section 57 to construct a trail, once it expires, a Section 57 is required to do any maintenance activities on that trail… unless the club has a Partnership Agreement in place (see below about Partnership Agreements).

There is a formal referral process that the DRO or land manager must follow to issue a Section 57. The application must be circulated to other stakeholders for feedback within a specified timeframe.

What is a Section 56?

Section 56 of FRPA allows for the legal establishment of recreation sites or trails or interpretive forests. Legal establishment recognizes the trail as an asset on the land, similar to how a park or a road corridor is recognized. A Section 56 cannot be applied for: it is the discretion of the Recreation Officer to identify and prioritize recreation assets for this level of recognition.

Typically, a Section 56 is accompanied by a Section 57 (first authorization may be given to construct or rehabilitate the trail, and subsequently authorization may be given to maintain the trail through a Section 57). The process of issuing a Section 57 allows for the Recreation Officer to ensure the trail is constructed to Recreation Manual Chapter 10 standards, prior to assuming responsibility for an asset that may prove to be a liability. Section 56 authorizations are typically accompanied by a Partnership Agreement as set out in Section 118 of FRPA. A Partnership Agreement puts responsibility on the Agreement holder to maintain the infrastructure asset, ensuring that the resource is appropriately managed over time.

Legal establishment, or a Section 56, implies that:

1. There is a higher level of protection or negotiated use. (All FRPA assets are part of an integrated management system, which means that all interests in the land base are recognized, and negative impacts mitigated where possible).
2. Objectives can be set for the trail or site.
3. The land manager or DRO may make and post rules regarding recreational use of the trail or site.
4. Section 118 partnership agreements may be entered between the applicant party and the land manager or district recreation officer.
5. Recreation Sites and Trails BC (RSTBC) is more responsible for the safety of the site or trail.

The Section 56 referral process is more formal and extensive than the Section 57 referral process and it should be expected to take more time.

It is important to recognize that while a higher level of protection is afforded to sites and trails under Section 56 of the FRPA, absolute protection is not offered. For example, mining and oil and gas exploration rights are outside of the FRPA. Also, forest licensees who have built a road have priority of use (i.e., even if a road is used as a trail in the winter for cross country skiing or snowmobiling, the road builder may plow it for operational reasons with no recourse). As part of the integrated management model, the land manager relies on mitigative solutions, stakeholder goodwill and negotiated use and memorandums of understanding between stakeholders.

Nobody ever talks about Section 58…

Section 58 of the FRPA refers to protection of recreation and range resources on Crown land. It is only used in rare cases as it is a legal closure of a tract of land and has many layers of referrals and consideration. Occasionally sections of land will be closed under Section 58 to protect the habitat of certain animals. In other, much more rare cases, the Section 58 may be used to legally protect recreation interests, such as a keystone trail that may be at risk of being destroyed by industrial activities. The use of Section 58 is extremely rare and recreationalists will most likely come across it as a recreational closure rather than a recreational protection.

What about a partnership agreement?

Once a trail is established under Section 56, the land manager may choose to enact Section 118 (2d) which permits them to enter into a Partnership Agreement with an external group or individual to manage the recreation asset. This Partnership Agreement is a legal document, signed by both parties, that sets out expectations for management of the asset and any fees (See the Forest Recreation Regulation) that are authorized to recover costs associated with management of the public asset.

What does the forest recreation regulation apply to?

The Forest Recreation Regulation (FRR) applies to that quirky little Section 56 notation that allows the land manager or DRO to set out rules for the legally established recreation trail or site.

Section 16

Section 16 of the FRR allows the recreation officer to allow competitive sporting events or business or industrial activity on the established recreation site or trail. This means bike races, guiding, or logging activities, for example.

Section 20

Section 20 allows the recreation officer to establish rules for use of a recreation trail by posting the rules at the site or trail and to authorize the closure of a trail to protect the public or trail. A section 20 closure is typically temporal as opposed to the legal Section 58 closure, such as a closure during a forest fire.

Section 20

Section 22 allows for the establishment of fees for the use of recreation trails. In order for fees to be charged, a service must be delivered, which includes maintenance or repair, supervision, provision of parking, grooming or setting tracks. More on Fee Authorizations is outlined in Section 4.

Those are the basic steps to getting authorization to construct, rehabilitate or maintain trails on public land. While it seems simple, there are a number of additional factors that can improve (or weaken) your chances of successfully moving from illegal trail builder to government partner.

Part 2: Guidelines for exceptional partnerships

Recreation Sites and Trails BC uses the Recreation Manual as their standard for all recreation trail activities.

Chapter 10 of the Recreation Manual provides extensive guidance for trail planning, development and maintenance and management expectations of trail organizations. Such things as design guidelines for all types of trails (Section 10.3.5) and bridges (Section 10.4.4) are supplied in great detail.

While some sections of this manual are not as modern as other regulation or best practice (the manual was last updated in early 2000s), there are many guidelines that stand the test of time.

Any individual or group seeking a Section 57 authorization, hoping their recreation asset will receive Section 56 recognition, or (especially) Section 58 protection, should ensure that their trail or recreation asset meets or exceeds the guidelines in this manual.

Part 3: Acing your Section 57/56 Application

Documents to include:

1. **Section 57 Application form.**

2. **Area or line of interest as a map and GIS file.**
    a. Overview Map (1:50,000 to 1:250,000) – indicate the relationship of the site to the overall area (include nearby communities, watercourses, highways, etc.)
    b. General Location Map (1:20,000 to 1:30,000) – indicate general location of the site (include topography, watercourses, existing access and roads, private lands, cultural or historic sites, etc.)
    c. Specific Location Map (1:2000 to 1:10,000) – detailed version of the proposed site or trail showing the boundary f recreation sites or location of linear trails, including points of commencement and termination and connections to existing trails or recreation resources (include trail names, bridge or culvert locations, etc.)
    d. GIS files (.gpx, .kml, .kmz, or .shp file) of trail location.

3. **Provide a brief history of yourself or your organization:**
    a. Your history designing, building maintaining trails (or this history of the designer, constructor you've hired to do the work).
    b. Your number of members, years in operation, volunteer capacity, financial statements.
    c. Grants, funding, or reserve funds you have to support this trail project.
    d. Existing relationships with RSTBC, including Partnership Agreement numbers if you have any.
    e. Professionally written trail master plan documents.

4. **Provide details on your plans to build the trail:**
    a. Construction timelines and work crew plans (contractor, staff, or volunteers).
    b. Reference Chapter 10 of the Recreation Manual or standards that exceed that.
    c. Detail on constructed features such as bridges, shelters, culverts, boardwalks, TTFs; engineered designs if required.
    d. Reference your existing trail master plans and clearly indicate how this new trail delivers on objectives set out therein.
    e. Recognize the RSTBC values of visitor safety, sustainability, and exceptional recreational experiences and how your trail development delivers on these values.
    f. Recognize that the landscape is getting congested. You may wish to strengthen your application by highlighting:
        i. If your trail is a new type, difficulty, or location than other trails, providing a significantly different and needed user experience.
        ii. If your trail type and rating match demand.
        iii. If your trail provides valuable connectivity.
        iv. If you will decommission other trails to improve management, minimize redundancy, or address environmental issues.

5. **Recognize overlapping use on the land base - print an Area of Interest report to get the base details.**
    a. Get letters of support or establish Memorandums of Understanding (MOU) with overlapping users. Ensure the letters of support are for your proposed development and recognize the overlapping use and any mitigations. A letter of support for your character, while useful, will not reassure the recreation officer that they are aware of your plans. An MOU might include:
        i. Plans to meet annually and discuss operations,
        ii. areas where harvest is likely/unlikely
        iii. Trails that may be harvested and address costs to re-establish
        iv. High use trails that require a buffer
        v. When and how trails will be closed for harvest.
        vi. Wildlife and fire protection concerns
    b. Get letters of support from your local government(s) and/or community organizations speaking to your ability to build and maintain recreational assets.
    c. Include any Official Community Plans (OCP) or regional recreation or trail planning documents that support your project.
    d. *RSTBC cannot authorize use of private land, Controlled Recreation Areas (CRAs), Provincial Parks, or Leases. If your trail overlaps any of these interest types without written authorization from those parties to use the area, it will be rejected by RSTBC.*

6. **Recognize historical and cultural uses of the land. The Area of Interest report will identify known archaeological concerns and first nations who have traditionally used the area. You may also search for archaeological data for the area.**
    a. Include letters of support or recognition from overlapping historical or cultural uses, when possible.
    b. According to the guiding principles in **Working in a Good Way**, establishing connection and collaborating with local Indigenous communities early in the planning process is ideal for relationship building.

7. **Recognize environmental or ecological concerns on the land base. The Area of Interest report will identify species of concern that have habitat in the area.**
    a. Include plans to mitigate any impacts to the habitat of species of concern.
    b. Complete the **Trail Environmental Sustainability Tool (TEST)**
    c. Fisheries Act requirements for waterway crossings.

8. **Include a management plan for your future management of the trail.**
    a. Trail maintenance and waste management plans
    b. Invasive species mitigation plans
    c. Emergency Preparedness and Response plans
    d. Seasonal use and temporal closure intentions
    e. Permitted and prohibited activity recommendations
    f. Trail amenities (parking, bathroom facilities, garbage disposal receptacles, etc).

The more information you can provide to the Recreation Officer and the more support you can show for your project, the easier it will be for the officer to process your application.

How to do it:

1. Reach out to your location DRO and discuss your project with them. Inquire about the current or district-specific application process. Let them know you'll be submitting an application.
2. Submit the application in draft form for review, **ELECTRONICALLY** and in one single email.
3. Wait for feedback and address recommendations.
4. Submit final application.

This process may take anywhere from a few weeks to many years, depending on the completeness of your application, the capacity of the recreation officer and RSTBC, and the complexity of the public engagement required. The better job you do preparing the application, the better your chances of a faster turnaround.

Does it seem overwhelming?

This process is not easy for a number of reasons, one simply being that effort put into submission of an application may suggest how much effort and capacity will be applied to trail construction and maintenance, within the boundaries of the provincial Acts, regulation and manuals. Organizations that are not familiar with the land base and provincial expectations may prove to be difficult partners. That said, for organizations who are simply weak on the administrivia or have limited volunteer time to pull together the extensive documentation required for application, there are many professionals that can assist. Ask your local recreation officer for a list of pre-authorized trail contractors and consultants in your area.

Part 4: Fee Authorizations

Under section 22(3) of the Forest Recreation Regulation, the formula to set a fee is “AC/N”. AC is an estimate of the annual cost of providing the service. N is the number of times the service will be used.

Clubs are expected to be able to provide a clear “Number of Users” & more specifically an accurate count on the number of times the “service” trail is actually being used. Trail counters are the best way to obtain accurate numbers.

Detailed financial reporting for the operating seasons is also required. The reporting should provide enough of a breakdown to accurately represent the expenses and revenue associated with the club providing the actual “Service”. Our program requires financial reporting to be professional, so that we can accurately calculate the Annual Cost “AC” factor in the Fee Formula above. Income statements line items should be clearly laid out. We have found in the past we require more information about the following:

Memberships: # of memberships sold. Breakdown of how much of each membership goes towards “other fees” involved with being a member (Eg. adult pass sold $140- $20 goes to CCBC and $5 goes to Insurance therefore the club brings in $115 in revenue)

Grants: # of Grants Received. Clearly indicate what the grant monies were used towards (Eg. if they are spent on kids programing, purchasing a new chainsaw, etc.)

Expense (strictly related to providing the actual service): A clear breakdown of each line item. (Eg. Trail Maintenance (Groomer), Trail Maintenance (Brush Clearing), Insurance, Fuel, Transporting Supplies, Equipment Maintenance (Groomer), Equipment Maintenance (Chainsaw/Brushsaw), Trail Improvements, etc.) The more specific and detailed you can be on this the better.

APPENDIX E

Area of Interest Report

Area of Interest Evaluation
Summary Report

JUNE 01, 2023

About This Report

The purpose of this report is to provide information to help you determine if your Area of Interest is available for the activity you wish to apply for in the province of British Columbia. The data layers used to generate the information in this report are pre-determined based on their relevance to the Category of Interest you selected. The report highlights key overlaps, which require serious consideration before proceeding with an application, and also lists many additional overlaps that may impact an application for your activity. These overlaps may include legal interests, rights, designations, administrative boundaries, restrictions, reservations and private land.

This report is provided for guidance purposes only and does not replace a legal investigation of the land base, which is done by the Province after you submit your application. The results of this report, even in the absence of impeding overlaps, do not guarantee that an authorization will be granted. Furthermore, this guidance is provided from a provincial perspective, but there may be additional guidance specific to the region where your Area of Interest is located.

This report lists the most current and accurate information available to the Government of British Columbia at the time the report was generated; however, we make no warranty regarding the completeness, currency or accuracy of this information. Overlaps are reported if they fall within 10m of your Area of Interest. It is recommended that you re-run your report immediately before submission to ensure that no significant changes were made on the land base since your initial report was generated. Additionally, if you change your Area of Interest, you must run a new report.

If you have any questions regarding this information, contact FrontCounter BC at 1-877-855-3222 or FrontCounterBC@gov.bc.ca.

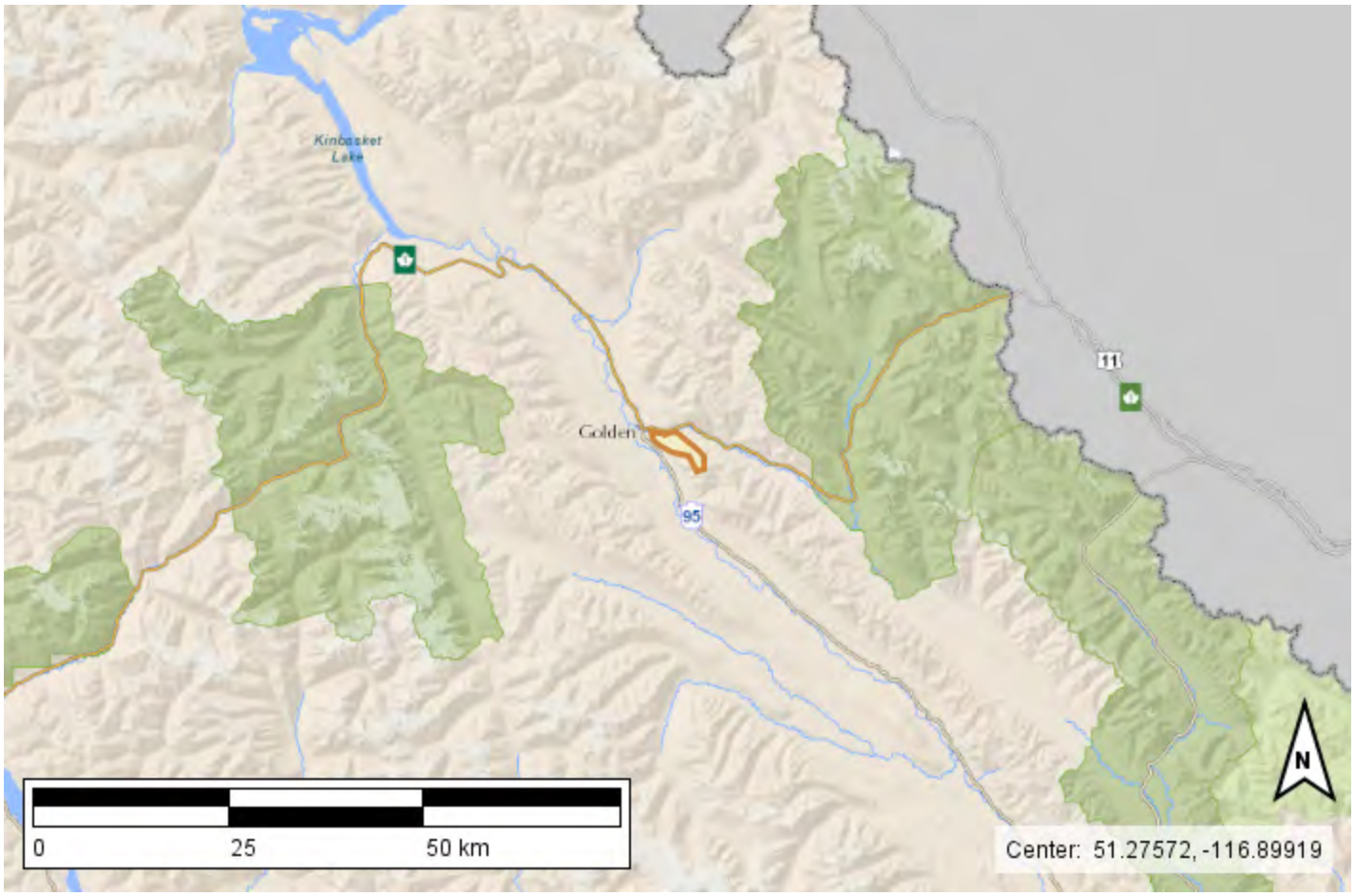
Contents

Data Layers used

A complete listing of all layers under consideration for the Explore reports can be found on the Explore by Location Home page.

Section 1: Your Area of Interest Map

This report has been generated using the Area of Interest indicated on the map below.



Your Area of Interest falls within the following government boundaries. Use this information to check local bylaws or to help you determine which office to submit your application to.

Boundary Description	Boundary Name
Municipalities	Town of Golden
Natural Resource Districts	Selkirk Natural Resource District
Natural Resource Regions	Kootenay-Boundary Natural Resource Region
Regional Districts	Regional District Name: Columbia-Shuswap Regional District / Regional District Abbreviation: CSRD
Regional District Electoral Areas	Admin Area Abbreviation: CSRD - EA A / Admin Area Name: CSRD Electoral Area A

Section 2: Key Overlaps to Consider

The information listed in this section highlights the key overlaps that are most likely to impact an application for your activity. For a full listing of **all** reported overlaps over your Area of Interest, please refer to Section 3. Click on the Types of Overlaps listed below (if applicable) to find the corresponding information in Section 3, which includes a description and guidance to help you determine if that overlap will affect your application.

Type of Overlap	# of Overlaps
Archaeological Interests	
Crown Land Reserves and Notations	3
Mineral / Placer / Coal Reserve	1
ParcelMap BC Parcel Fabric	16

Section 3: Full Listing of Overlaps

The map tool considers a set of data layers, which are pre-determined based on the activity theme you selected, and lists those that overlap with your Area of Interest. To determine how a particular overlap may affect your application, click on the hyperlink to see a description and guidance for that particular type of overlap. Under each heading, individual overlaps will be listed.

Archaeology

First Nations Interests

Forest Tenures

Land Ownership

Land Tenures

Land Use Plans

Mineral, Placer and Coal Interests

Resource Stewardship

Silviculture Obligations

Visual Quality Objectives

Water Management

Archaeology

Return to Section 3

Archaeological Interests	
Description	Guidance
Areas known to contain (or with significant potential to contain) an archaeological site protected under the Heritage Conservation Act.	Area may contain an archaeological site protected under the Heritage Conservation Act. A permit may be required prior to land-altering activities. For confirmation and advice, submit an Archaeological Information Request to the BC Archaeology Branch at https://www.archdatarequest.nrs.gov.bc.ca or engage a professional consulting archaeologist via www.bcapa.ca or through local business directories.

Individual Overlaps:

Feature information could not be displayed due to user permissions. You do not have access to view these details.

First Nations Interests

Return to Section 3

Statement of Intent Boundary (1 overlaps)	
Description	Guidance
An area which represents the approximate boundary of a traditional territory as described in a First Nation Statement of Intent to negotiate treaties which has been submitted to the B.C. Treaty Commission. Boundaries may change and publication of boundary does not imply agreement, by any party, to the boundary.	Many activities may be compatible; however be aware that government conducts a deeper level of consultation in these areas with the applicable First Nation. Prior to initiating contact with First Nations we recommend that you contact FrontCounter BC to guide you to region specific direction on First Nations consultation.

Individual Overlaps:

First Nation Name: Ktunaxa Kinbasket Treaty Council

Forest Tenures

Return to Section 3

Forest Recreation Site (6 overlaps)	
Description	Guidance
Area is identified as a recreation reserve, or legally established as a recreation site, or an interpretative forest site.	Activities are allowed but any activity that may impact the recreation or interpretive forest resource should be consistent with the objectives set for the site. Review the Forest Recreation Regulation and contact your local Rec Sites & Trails Officer.

Individual Overlaps:

Forest File ID: REC258697 / Project Name: Mount 7 Area
Forest File ID: REC258697 / Project Name: Mount 7 Area
Forest File ID: REC5068 / Project Name: MT 7 NORTH RIDGE
Forest File ID: REC5068 / Project Name: MT 7 NORTH RIDGE
Forest File ID: REC5068 / Project Name: MT 7 NORTH RIDGE
Forest File ID: REC5068 / Project Name: MT 7 NORTH RIDGE

Forest Recreation Trail (50 overlaps)	
Description	Guidance
Area is legally established as recreation trail.	Activities are allowed but any activity that may impact the recreation resource should be consistent with the objectives set for the site. Contact your local Rec Sites & Trails Officer.

Individual Overlaps:

Forest File ID: REC258450 / Section ID: 3 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC230806 / Section ID: 1 / Project Name: Schacher
Forest File ID: REC230806 / Section ID: 1 / Project Name: Schacher
Forest File ID: REC258450 / Section ID: 12 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 7 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 11 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC230806 / Section ID: 3 / Project Name: Schacher
Forest File ID: REC230806 / Section ID: 2 / Project Name: Schacher
Forest File ID: REC258450 / Section ID: 9 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 19 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 8 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 13 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 14 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 10 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 18 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 6 / Project Name: Mount Seven Mtn Bike

Forest File ID: REC258450 / Section ID: 5 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 4 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 1 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 2 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 16 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 17 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC258450 / Section ID: 15 / Project Name: Mount Seven Mtn Bike
Forest File ID: REC191072 / Section ID: 2 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 23 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 23 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 3 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 4 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 4 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 4 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 22 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 6 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 6 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 18 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 19 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 5 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 5 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 5 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 20 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 20 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 21 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 21 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 16 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 17 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 8 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 9 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 15 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 24 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 1 / Project Name: Mountain Shadows
Forest File ID: REC191072 / Section ID: 25 / Project Name: Mountain Shadows

Forest Tenure Road Section Lines (11 overlaps)	
Description	Guidance
A spatial representation of Forest Tenure Roads, including: Forest Service Roads (FSRs): roads constructed, modified or maintained by the minister responsible for Forests and used to provide access to managed forest land. Road Permits (RPs) - agreements which authorize the construction or modification of forest road (which may include harvesting of Crown timber) to facilitate access to Crown timber. Permit does not necessary indicate a physical road on the ground. Special Use Permits (SUPs) - give non-exclusive authority to occupy and use a road on Crown land within the Provincial Forest.	FSRs: activities that impact the function and/or safety of an FSR are typically not allowed. Industrial use and joining up to these roads are allowed via a Road Use Permit or Junction Permit. RPs: activities are compatible as long as quality, safety and use of roads are not impacted. A road maintenance agreement may be required for safety and maintenance reasons prior to industrial use of roads. Contact the tenure holder a minimum of 5 days prior to use to arrange a Road Maintenance Agreement. Be aware there could be bridges down rated below normal highway hauling standards. Bridges are not to be overloaded. SUPs: Compatible with many activities. Recommend contacting the tenure holder(s) for awareness and involvement. Provide details and results of discussions at time of application.

Individual Overlaps:

Forest File ID: 9051 / Road Section ID: 01
Forest File ID: 9051 / Road Section ID: 05
Forest File ID: 9051 / Road Section ID: 09
Forest File ID: 9051 / Road Section ID: 02
Forest File ID: 9051 / Road Section ID: 06
Forest File ID: 9051 / Road Section ID: 04
Forest File ID: 9051 / Road Section ID: 10
Forest File ID: R06262 / Road Section ID: D
Forest File ID: R06262 / Road Section ID: E
Forest File ID: R06262 / Road Section ID: F
Forest File ID: R24070 / Road Section ID: 01

Forest Tenure Map Notation - Poly (1 overlaps)	
Description	Guidance
A flag placed by the minister responsible for Forestry to indicate an interest in an area within Provincial Forest related to ministry operation. Examples include: inventory and growth and yield plots, research installations and recreation sites and trails.	Recommend avoiding area unless activity is compatible with the purpose of the notation.

Individual Overlaps:

Forest File ID: MN5725

Woodlot Licence (1 overlaps)	
Description	Guidance
Grants near exclusive right to harvest timber and manage forests in a specified area. May include private land.	Recommend avoiding this area as it is difficult to accommodate other uses on small area based tenures unless agreement holder(s) are willing. If you cannot avoid this area we recommend contacting the agreement holder(s) for agreement and involvement. Provide details and results of discussions at time of application.

Individual Overlaps:

Forest File ID: W0456 / Map Block ID: 2 / Managed Licence Type Code: SCHEDULE_B

Forest Research Installations (1 overlaps)	
Description	Guidance
Areas that contain on-going, long-term research installations of value to the Government of B.C.	Recommend avoiding area if activity includes disturbance to, or removal of any forest vegetation. Questions regarding possible exceptions should be directed to local Forest Research staff.

Individual Overlaps:

Feature information could not be displayed due to user permissions. You do not have access to view these details.

Forestry Licence to Cut (1 overlaps)	
Description	Guidance
An agreement that authorizes the right to harvest timber in a specified area for salvage, science or activities like post and rails, shakes and commercial firewood.	Recommend contacting tenure holder(s) for awareness and notification of planned activities.

Individual Overlaps:

Forest File ID: D87767 / Cutting Permit ID: No Record

Timber Sale Licence (1 overlaps)	
Description	Guidance
Grant the right to harvest a volume of timber in a specified area or purchase logs. Issued only by BC Timber Sales.	May be compatible with activities that don't involve timber cutting. Avoid cutting areas as exclusive rights to harvest timber has been granted under the tenure. Contact BC Timber Sales staff.

Individual Overlaps:

Forest File ID: A45874 / Cutting Permit ID: No Record

Land Ownership

Return to Section 3

ParcelMap BC Parcel Fabric (16 overlaps)	
Description	Guidance
Represents the current state of surveyed and titled parcels on Crown and private land.	Recommend avoiding private land as it is generally unavailable without the cooperation and express permission of the land owner. Otherwise recommend contacting the land owner(s) for cooperation and agreement. Provide details and results of discussions at time of application. Note that Crown Land tenures cannot overlap with private property.

Individual Overlaps:

Crown Land Registry Parcel Identifier: No Record / Land Title Register Parcel Identifier: 011845333
Crown Land Registry Parcel Identifier: No Record / Land Title Register Parcel Identifier: 010576631
Crown Land Registry Parcel Identifier: 8510690 / Land Title Register Parcel Identifier: No Record
Crown Land Registry Parcel Identifier: 14125570 / Land Title Register Parcel Identifier: 014054388
Crown Land Registry Parcel Identifier: 14125570 / Land Title Register Parcel Identifier:

014054396

Crown Land Registry Parcel Identifier: 14125570 / Land Title Register Parcel Identifier: 014054400
Crown Land Registry Parcel Identifier: No Record / Land Title Register Parcel Identifier: 010599801
Crown Land Registry Parcel Identifier: 90048309 / Land Title Register Parcel Identifier: 026242915
Crown Land Registry Parcel Identifier: 8858441 / Land Title Register Parcel Identifier: No Record
Crown Land Registry Parcel Identifier: No Record / Land Title Register Parcel Identifier: 010576568
Crown Land Registry Parcel Identifier: No Record / Land Title Register Parcel Identifier: 010576525
Crown Land Registry Parcel Identifier: 8857371 / Land Title Register Parcel Identifier: No Record
Crown Land Registry Parcel Identifier: No Record / Land Title Register Parcel Identifier: 013911911
Crown Land Registry Parcel Identifier: No Record / Land Title Register Parcel Identifier: 009016546
Crown Land Registry Parcel Identifier: 90021776 / Land Title Register Parcel Identifier: 014054221
Crown Land Registry Parcel Identifier: 90021776 / Land Title Register Parcel Identifier: 014054205

Land Tenures

Return to Section 3

Crown Land Grants (4 overlaps)	
Description	Guidance
Crown Land which has been sold and the holder has exclusive surface rights.	Recommend avoiding area. Otherwise contact holder(s) as, in most circumstances, occupation or use of this land needs to be done in cooperation with the land owner.

Individual Overlaps:

Crown Lands File Number: 0000000
Crown Lands File Number: 0000000
Crown Lands File Number: 0000000
Crown Lands File Number: 4400496

Crown Land Licence (13 overlaps)	
Description	Guidance
A licence provides a set of land rights to the licence holders. It does not provide exclusive use.	May be compatible with many activities. Recommend contacting the tenure holder(s) for awareness and involvement. Provide details and results of discussions at time of application.

Individual Overlaps:

Crown Lands File Number: 4405918
Crown Lands File Number: 4403841
Crown Lands File Number: 4403730
Crown Lands File Number: 4403730
Crown Lands File Number: 4405387
Crown Lands File Number: 4405658
Crown Lands File Number: 4405658
Crown Lands File Number: 4405671
Crown Lands File Number: 4405776
Crown Lands File Number: 4405776
Crown Lands File Number: 4406161
Crown Lands File Number: 4405672
Crown Lands File Number: 4405712

Crown Land Rights-of-Way (1 overlaps)	
Description	Guidance
Tenure for linear uses of Crown land such as roads or power lines.	The area may be available to use for activities that are compatible; however, the tenure holder may have exclusive use when required for safety reasons. Recommend contacting the tenure holder(s) for awareness and involvement. Provide details and results of discussions at time of application.

Individual Overlaps:

Crown Lands File Number: 0254825

Crown Land Reserves and Notations (3 overlaps)	
Description	Guidance
A designation placed on sites reserved or withdrawn from disposition for any purpose considered advisable in the public interest including research and education.	Generally not available for Land Act tenures, but may be available to use for activities that are compatible. Avoid activity overlap with Section 15 and 16 designations. Recommend contacting Designation holder to see if activities are compatible before making application.

Individual Overlaps:

Crown Lands File Number: 4405813
Crown Lands File Number: 3411001
Crown Lands File Number: 4404723

Trapline Area (3 overlaps)	
Description	Guidance
Areas designated by a regional manager of the recreational fisheries and wildlife programs for licensed trappers to trap furbearing animals.	Compatible with many activities. Recommend contacting registered trapline holder for awareness and involvement in proposed activity. Provide details and results of discussion at time of application.

Individual Overlaps:

Trapline Areas: 2762469 / Trapline Area Identifier: TR0436T001
Trapline Areas: 2762477 / Trapline Area Identifier: TR0436T003
Trapline Areas: 2762479 / Trapline Area Identifier: TR0435T009

Guide Outfitter Areas (1 overlaps)	
Description	Guidance
Defined areas for licenced guide outfitters to guide residents, non-residents or non-resident alien hunters to hunt big game species.	A range of activities are compatible with Guide Outfitter Areas. Recommend contacting the holder of the guiding territory certificate for awareness and involvement. Provide details and results of discussions at time of application.

Individual Overlaps:

Guiding Certificate Number: 400826

Survey Parcels (24 overlaps)	
Description	Guidance
Contains the spatial representation (polygon) of all active primary and subdivision parcels of land that are or have been within the purview of the B.C. Crown Land Management program.	The information about Surveyed Parcels represented in this view can be used to support a variety of purposes.

Individual Overlaps:

PIN - Crown Parcel ID: 10120460
PIN - Crown Parcel ID: 90021779
PIN - Crown Parcel ID: 8509600
PIN - Crown Parcel ID: 8509570
PIN - Crown Parcel ID: 90033490
PIN - Crown Parcel ID: 90021776
PIN - Crown Parcel ID: 33320591
PIN - Crown Parcel ID: 8857371
PIN - Crown Parcel ID: 8510690
PIN - Crown Parcel ID: 90046360
PIN - Crown Parcel ID: 14125570
PIN - Crown Parcel ID: 8858991
PIN - Crown Parcel ID: 90048312
PIN - Crown Parcel ID: 12151661
PIN - Crown Parcel ID: 8858571
PIN - Crown Parcel ID: 8858441
PIN - Crown Parcel ID: 8514360
PIN - Crown Parcel ID: 8860471
PIN - Crown Parcel ID: 90037641
PIN - Crown Parcel ID: 90037653
PIN - Crown Parcel ID: 90048309
PIN - Crown Parcel ID: 90037627
PIN - Crown Parcel ID: 8859511
PIN - Crown Parcel ID: 8860051

Transportation Corridors (4 overlaps)	
Description	Guidance
Surveyed highways, railways and road parcels	Transportation Corridors can by held by various agencies. Please contact FrontCounter BC for details or contact the agency of control directly for more info.

Individual Overlaps:

Object ID: 126661
Object ID: 126663
Object ID: 145527
Object ID: 145530

Land Use Plans

Return to Section 3

Legal Planning Objectives - Current - Polygon (5 overlaps)	
Description	Guidance
An area legally designated with objectives for subjects such as forest biodiversity, wildlife habitat, cultural heritage resources or other matters.	Recommend referring to the Legal Order to identify the specific established objectives for this area. Modify activities if possible to align with objective(s). Modification may be requested and or required in order to be consistent with an objective.

Individual Overlaps:

Legal Feature Prov ID: KOR_5_2478 / Strategic Land and Resource Plan Name: Kootenay Boundary Higher Level Plan Order
Legal Feature Prov ID: KOR_5_2477 / Strategic Land and Resource Plan Name: Kootenay Boundary Higher Level Plan Order
Legal Feature Prov ID: KOR_5_2476 / Strategic Land and Resource Plan Name: Kootenay Boundary Higher Level Plan Order
Legal Feature Prov ID: KOR_5_5613 / Strategic Land and Resource Plan Name: Kootenay Boundary Higher Level Plan Order
Legal Feature Prov ID: KAM_73_1 / Strategic Land and Resource Plan Name: Kamloops Land and Resource Management Plan

Old Growth Management Areas (OGMAs) - Non-Legal - Current (3 overlaps)	
Description	Guidance
Areas that are recommended for legal designation to maintain existing old forest or protection of future old forest and retain associated values such as wildlife habitat and cultural uses.	Avoid timber harvesting and road building within Old Growth Management Areas. If timber harvesting and road building are unavoidable mitigation activities may be requested.

Individual Overlaps:

Non Legal OGMA Prov ID: DSE_368
Non Legal OGMA Prov ID: DSE_376
Non Legal OGMA Prov ID: DSE_389

Mineral, Placer and Coal Interests

Return to Section 3

Mineral / Placer / Coal Reserve (1 overlaps)	
Description	Guidance
A reserve is the legal instrument used to prevent or restrict the acquisition of mineral, placer and coal tenure on mineral lands and coal lands, impose restrictions concerning certain activities within the reserve, or modify the application of the Mineral Tenure Act or its regulations.	An area subject to a reserve may be unavailable for claim acquisition, or a reserve may impose conditions on mineral claims, placer claims, or both mineral and placer claims on a particular area. Conditional reserves may be used to ensure that the acquisition and/or the use of the title does not interfere with another use of the land. Recommend contacting the tenure holder(s) for awareness and involvement. Provide details and results of discussions at time of application. A coal land reserve states that a person must not explore for, develop or produce coal and a licence or lease may not be issued on the reserve area.

Individual Overlaps:

Site Number ID: 366457 / Site Name: GOLDEN FLOODING RESERVE

Mineral Claim (5 overlaps)	
Description	Guidance
An area of Crown or private land where the recorded holder of the claim is entitled to those minerals, as applicable, that are situated within the boundaries of the claim, subject to the Mineral Tenure Act and regulations.	The presence of a mineral or placer claim on Crown land does not prevent anyone from applying for surface use or for the right to resources such as sand, gravel and timber. Recommend contacting the tenure holder(s) for awareness and involvement. Provide details and results of discussions at time of application.

Individual Overlaps:

Tenure Number ID: 1100886
Tenure Number ID: 1098229
Tenure Number ID: 1098401
Tenure Number ID: 1100893
Tenure Number ID: 1097680

Resource Stewardship

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Critical Habitat for federally-listed species at risk (posted) (10 overlaps)	
Description	Guidance
An area within which critical habitat (CH) of a species at risk listed on Schedule 1 of the federal Species at Risk Act (SARA) has been identified, or is proposed for identification. Not all areas within this boundary are necessarily critical habitat. Details about the identification including the specific biophysical attributes of that habitat can be found in federal recovery strategies or action plans posted at http://www.registrelep-sararegistry.gc.ca for species-specific guidance. Q&A document about Critical Habitat: https://www2.gov.bc.ca/assets/gov/environment/plants-animals-and-ecosystems/species-ecosystems-at-risk/recovery-planning/critical_habitat_identification_and_protection_for_sara-listed_species_q__a.pdf	Recommend avoiding activities that may harm species-at-risk, their residences, or critical habitats. Refer to recovery strategies and action plans posted at http://www.registrelep-sararegistry.gc.ca to find species-specific guidance about activities likely to harm or destroy critical habitat. Mitigative actions should be highlighted in an application package before proposing an activity that may overlap with one of these areas. Upon review, a detailed assessment of the property during the appropriate season by a qualified professional, like a habitat biologist, may be requested and activities may be limited or restricted to minimize harm and avoid causing jeopardy to survival and recovery of the species. The legal requirements depend on the species and on the federal, provincial, and local regulations and bylaws that apply to the specific property.

Individual Overlaps:

Critical Habitat ID: 114196
Critical Habitat ID: 114159
Critical Habitat ID: 114160
Critical Habitat ID: 114156
Critical Habitat ID: 114180
Critical Habitat ID: 114202
Critical Habitat ID: 114247
Critical Habitat ID: 114229
Critical Habitat ID: 114144
Critical Habitat ID: 141107

Species and Ecosystems at Risk - Publicly Available Occurrences - CDC (3 overlaps)	
Description	Guidance
A location of conservation value of a known occurrence (presence) of a species or ecosystem at-risk. A location of conservation value includes not only the presence of a species but often features such as a nest or den or a specific habitat requirement.	Recommend avoiding area or limiting activities that may affect at-risk species or ecosystems. Otherwise a detailed assessment of the property during the appropriate season by a qualified professional, like a habitat biologist, may be requested. Go to the Species at Risk Publications link to access and review the At Risk brochures and the Identified Wildlife Management Strategy, and conduct a search using BC Species and Ecosystems Explorer to find related Best Management Practices, for guidance and actions to mitigate impacts.

Individual Overlaps:

Occurrence ID: 44 / English Name: dark lamb's-quarters
Occurrence ID: 14529 / English Name: whitebark pine
Occurrence ID: 15919 / English Name: Gypsy Cuckoo Bumble Bee

Ungulate Winter Ranges (UWRs) (4 overlaps)	
Description	Guidance
A legally designated area that meets the winter habitat requirements of an ungulate (hooved animal) species. Activities within these areas are managed to protect or conserve the habitat of the ungulate species.	Certain activities, such as timber cutting, may be prohibited or limited within these areas. To review management requirements, please go to http://www.env.gov.bc.ca/wld/frpa/uwr/approved_uwr.html for a list of legal orders sorted by identification number. Scroll down to find the applicable legal order(s) using the identification number provided in the detailed report. If it is not possible to avoid activities within these areas, consult a qualified professional, like a habitat biologist, about applying for an exemption.

Individual Overlaps:

Ungulate Wnter Range Number: u-4-002 / Ungulate Winter Range Unit Number: 8812
Ungulate Wnter Range Number: u-4-002 / Ungulate Winter Range Unit Number: 8858
Ungulate Wnter Range Number: u-4-002 / Ungulate Winter Range Unit Number: 8770
Ungulate Wnter Range Number: u-4-002 / Ungulate Winter Range Unit Number: 8813

Terrain Mapping (TER) Project Boundaries (1 overlaps)	
Description	Guidance
The outline of an area over which a terrain assessment was conducted.	Review report associated with terrain mapping project to identify any potential impacts to proposed activity such as a landslide hazard.

Individual Overlaps:

Business Area Project ID: 6287 / Project Name: Kicking Horse Canyon

Limited Entry Hunting (LEH) Zones - Current Opportunities (3 overlaps)	
Description	Guidance
Polygons showing hunting opportunities created via the Limited Entry Hunt lottery. Participation in the LEH draw is available to any resident of BC who legally possesses a BC Resident Hunter Number. The purpose of Limited Entry Hunting is to achieve wildlife management objectives without resorting to such measures as shortening seasons or completely closing areas. It is only introduced where it has become necessary to limit the number of hunters, limit the number of animals that may be taken, or limit the harvest to a certain class of animal. The Zones are valid during the LEH hunting season, and changes are made effective July 1st of each yearly. Some zones change frequently, some change rarely. Details are found in the LEH Synopsis.	Only relevant to hunters who were successful in the LEH draw. Not relevant for applicants of natural resource sector activities.

Individual Overlaps:

LEH Zone: G_4-35B

LEH Zone: T_4-35

LEH Zone: M_4-35

Silviculture Obligations

Return to Section 3

Results - Openings (14 overlaps)	
Description	Guidance
Harvested tenured area on Crown land with a reforestation obligation which must be met.	Area may be incompatible with activities which involve the removal of vegetation and or trees. Recommend contacting the tenure holder(s) for cooperation and involvement if removal of vegetation is planned. Provide details and results of discussions at time of application.

Individual Overlaps:

Opening ID: -243910000 / Opening Number: 82N 026 0.0 18 / Opening Location name: COLUMBIA R
Opening ID: 1710819 / Opening Number: 82N 026 0.0 1322 / Opening Location name: MOUNTAIN SHADOWS
Opening ID: 1711017 / Opening Number: 82N 026 0.0 1323 / Opening Location name: MOUNTAIN SHADOWS
Opening ID: 1532230 / Opening Number: 82N 026 0.0 1304 / Opening Location name: MOUNTAIN SHADOWS
Opening ID: 1710818 / Opening Number: 82N 026 0.0 1321 / Opening Location name: MOUNTAIN SHADOWS
Opening ID: 1710807 / Opening Number: 82N 026 0.0 1320 / Opening Location name: MOUNTAIN SHADOWS
Opening ID: 260 / Opening Number: 82N 026 0.0 43 / Opening Location name: MOUNT 7
Opening ID: 1718345 / Opening Number: 82N 026 0.0 1327 / Opening Location name: MTS
Opening ID: 1705264 / Opening Number: 82N 026 0.0 1319 / Opening Location name: MTS
Opening ID: 1695458 / Opening Number: 82N 026 0.0 1311 / Opening Location name: MTS
Opening ID: -243980000 / Opening Number: 82N 026 0.0 17 / Opening Location name: COLUMBIA R
Opening ID: -234110000 / Opening Number: 82N 026 0.0 15 / Opening Location name: KICKING HORSE R
Opening ID: -244040000 / Opening Number: 82N 026 0.0 19 / Opening Location name: HOSPITAL CK
Opening ID: 1726921 / Opening Number: No Record / Opening Location name: No Record

Results - Forest Cover Reserves (12 overlaps)	
Description	Guidance
Wildlife Tree Retention Areas are single trees or groups of trees that are identified to provide present or future wildlife habitat.	Avoid impacting trees and/or vegetation in this area as it has been reserved to provide habitat for the conservation and enhancement of wildlife. If you cannot avoid this area contact the tenure holder(s) for agreement and involvement. Provide details and results of discussions at time of application.

Individual Overlaps:

Opening ID: 260 / Forest File ID: A34345 / Cutting Permit ID: No Record
Opening ID: 260 / Forest File ID: A34345 / Cutting Permit ID: No Record
Opening ID: 260 / Forest File ID: A34345 / Cutting Permit ID: No Record
Opening ID: 260 / Forest File ID: A34345 / Cutting Permit ID: No Record
Opening ID: 80578 / Forest File ID: A42211 / Cutting Permit ID: No Record
Opening ID: 1148870 / Forest File ID: A58169 / Cutting Permit ID: No Record
Opening ID: 1532230 / Forest File ID: W0456 / Cutting Permit ID: JJ
Opening ID: 1532230 / Forest File ID: W0456 / Cutting Permit ID: JJ
Opening ID: 1695458 / Forest File ID: A45873 / Cutting Permit ID: No Record
Opening ID: 1705264 / Forest File ID: A95909 / Cutting Permit ID: No Record
Opening ID: 1718345 / Forest File ID: A95909 / Cutting Permit ID: No Record
Opening ID: 1726921 / Forest File ID: No Record / Cutting Permit ID: No Record

Visual Quality Objectives

Return to Section 3

Scenic Areas - Partial Retention Visual Quality Objectives - Partial Retention (6 overlaps)	
Description	Guidance
A legally designated area that is subject to visual quality objectives to limit some activities that have a noticeable visible impact on the land. Alterations in a partial retention area are easy to see, small to medium in scale and have a natural shape with no angular characteristics.	Activity that results in visible disturbance on the landscape is limited. Any proposed development needs to be small to medium in scale and look natural. Forestry operations must be consistent with the visual quality objective. It is expected that other activities attempt to be consistent with the visual quality objective or provide a rationale if this is not possible.

Individual Overlaps:

VLI Polygon ID: 222392
VLI Polygon ID: 222398
VLI Polygon ID: 222379
VLI Polygon ID: 222418
VLI Polygon ID: 222426
VLI Polygon ID: 222431

Scenic Areas - Retention Visual Quality Objectives (4 overlaps)	
Description	Guidance
A legally designated area that is subject to visual quality objectives to limit some activities that have a noticeable visible impact on the land. Alterations in a retention area must be small in scale and natural in appearance.	Activity that results in visible disturbance on the landscape is limited. Any proposed development needs to be small in scale and appear discrete on the landscape. Forestry operations must be consistent with the visual quality objective. It is expected that other activities attempt to be consistent with the visual quality objective or provide a rationale if this is not possible.

Individual Overlaps:

VLI Polygon ID: 222384
VLI Polygon ID: 222387
VLI Polygon ID: 222389
VLI Polygon ID: 222386

Water Management

Return to Section 3

Groundwater Wells (1 overlaps)	
Description	Guidance
Point with a groundwater well and/ or a well that diverts water for domestic purposes.	Any activities which may impact the quality, quantity or flow of water may be limited or restricted, prohibited or require mitigation activities. Recommend contacting the well owner(s) for cooperation and agreement. Provide details and results of discussions at time of application. Data associated with a well (e.g. well depth, lithology, water level, yield, owner, etc.) is available through the WELLS Database.

Individual Overlaps:

Well Tag Number: 000000081569

Groundwater Aquifers (1 overlaps)	
Description	Guidance
Underground areas that contain water that are permeable and yield water in a usable quantity to a well, spring or stream	Any activities which may impact the quality, quantity or flow of water may be limited or restricted, prohibited or require mitigation activities.

Individual Overlaps:

Aquifer Number: 0456 / Aquifer Name: No Record

Streams with Water Allocation Notations (26 overlaps)	
Description	Guidance
Streams that have a Water Allocation Notation on them, indicating a potential water availability concern.	Water related activities such as use or diversion of water may be limited depending on the Notation for the specific water feature. For more information, go to https://www2.gov.bc.ca/gov/content?id=859B2199609D46D4935F3A4FA084B189

Individual Overlaps:

Notation ID List: NO29376;NO29354;NO28001
Notation ID List: NO29376;NO29354;NO28001
Notation ID List: NO29376;NO29354;NO28001
Notation ID List: NO29376;NO29354;NO28001
Notation ID List: NO29376;NO29354;NO28001
Notation ID List: NO29376;NO29354;NO28001
Notation ID List: NO29376;NO29354;NO28001
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Section 4: First Nations Consultation

The Province is legally obligated to consult and accommodate First Nations, where required, on land and resource decisions that could impact their Aboriginal Interests.

While the Province is responsible for ensuring adequate and appropriate consultation and accommodation, it may involve the proponent in the procedural aspects of consultation.

Also, proponents are generally encouraged to engage with First Nations as early as possible in the planning stages to build relationships and for information sharing purposes that may support consultation processes.

More information is available in the following guidelines and procedure manuals designed to assist government officials and proponents with meeting consultation obligations with First Nations. For further assistance, please contact the appropriate decision making agency.

Your Area of Interest potentially impacts the following First Nations:

Contacts for First Nation Consultation Areas (5 overlaps)

Contact Address	6453 Hillcrest Rd, PO Box 588
Contact City	Chase
Contact Email	https://nationsconnect.ca/
Contact Fax Number	2506798813
Contact Name	Adams Lake Indian Band
Contact Phone Number	2506798841
Contact Postal Code	V0E 1M0
Contact Province	BC
Contact Title	Chief and Council
Contact Organization	Adams Lake Indian Band

Contact Address	PO Box 318
Contact City	Chase
Contact Email	referrals@neskonlith.net
Contact Fax Number	2506795306
Contact Name	Neskonlith Indian Band
Contact Phone Number	2506793295
Contact Postal Code	V0E 1M0
Contact Province	BC
Contact Title	Chief and Council
Contact Organization	Neskonlith Indian Band

Contact Address	1886 Little Shuswap Lake Road
Contact City	Chase
Contact Email	https://nationsconnect.ca/
Contact Fax Number	2506793220
Contact Name	Aubrey Cartier
Contact Phone Number	2506793203
Contact Postal Code	V0E 1M2
Contact Province	BC
Contact Title	Referral staff
Contact Organization	Skw'lax te Secwepemcul'ecw

Contact Address	7468 Mission Rd
Contact City	Cranbrook
Contact Email	referrals@ktunaxa.org
Contact Fax Number	2504895760
Contact Name	Ktunaxa Nation Council
Contact Phone Number	2504892464
Contact Postal Code	V1C 7E5
Contact Province	BC
Contact Title	Ktunaxa Nation Lands & Resources
Contact Organization	Ktunaxa Nation Council

Contact Address	RR#2 3A - 492 Arrow Rd
Contact City	Invermere
Contact Email	https://nationsconnect.ca
Contact Fax Number	No Record
Contact Name	Shuswap Band
Contact Phone Number	No Record
Contact Postal Code	V0A 1K2
Contact Province	BC
Contact Title	Referrals
Contact Organization	Shuswap Band

Section 5: Other Things You Should Know

BCeID - What Is It and Why Get It?

BCeID is an online service that allows you to create a user ID and password to sign in securely to many Government services in British Columbia. The benefits of having a BCeID account include:
- Stop and start. Save and return later to complete your application without losing any information previously entered.
- Real time status information. Check the status of your application in real time.
- Access your applications for multiple people (Business BCeID only) to edit or submit your application or check its status.

To enroll in this service, visit the BCeID web page:

https://portal.nrs.gov.bc.ca/web/client/bceid

APPENDIX F

Environmental Protection Plan

McElhanney

CANADA BEST MANAGED COMPANIES
Platinum member

Mount 7 Trail - Environmental Protection Plan

August 3, 2023

Submitted to: Golden Cycling Club
Prepared by McElhanney

Contact
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Our file: 2531-06501-00

Your Challenge.
Our Passion.

Contents

Appendices

1. Introduction

McElhanney understands that Mount 7 is a key riding zone for the Golden Cycling Club (GCC). It provides cross country and downhill trails and is close to town making it one of the most highly used networks in Golden by tourists and locals (Figure 1). The land is complex and includes recreation reserves, municipal and private lands, forest tenure, and multiple forest service roads. Currently GCC hold an agreement with Recreation Sites and Trails BC (RSTBC) and a Section 57 authorization on individual trail lines, which permits construction, maintenance and rehabilitation of trails. The GCC also has management agreements with the Town of Golden for trails on municipal lands and land use agreements for trails on private lands.

By providing a progressive and user-focused trail system on Mount 7, the GCC has the opportunity to create an environmentally responsible and sustainable network. Mindful trail development will result in lower trail densities, less or no illegal trail construction, better vegetation regrowth of revegetated areas, and avoidance of sensitive habitats and species. By planning and creating trails for users of all abilities the GCC can remove underused trails and reclaim this land. This environmental report provides support to strategic placement and decommissioning of trails, and guides development through best management practices.

1.1. OBJECTIVES

This report seeks to identify environmentally sensitive features on the Mount 7 mountain (project area) (Figure 1) and to provide environmental protection measures to preserve these features. This report is intended to guide project activities so they are in full compliance with all relevant regulations, acts and laws. Implementation of the included best management practices will assist with mitigation of the expected impacts directly related to the installation and decommissioning of trails on Mount 7.

2. Identified Environmental Values

The assessment utilised a combination of environmental data obtained through a desktop review, along with incidental field observations by the McElhanney Trails team (trails team), who are local to the Golden area. This research provides information to identify the environmental values and sensitivities expected to be encountered on Mount 7. This report was completed in general accordance with guidance and principles provided in *Develop with Care 2014: Environmental Guidelines for Urban and Rural Land Development in British Columbia* (DwC 2014).

PLACEHOLDER PAGE FOR FIGURE 1

The desktop review was compiled using data from federal, provincial, and regional databases to identify any known environmentally sensitive elements in the area.

A variety of resources were consulted during the background review including:

Source	Data
Google Earth (Google 2023)	Change and impacts to natural vegetation through time
Invasive Alien Plant Program (IAPP) (BC 2023b)	Invasive plant species occurrences
Habitat Wizard (MOECCS 2023)	Fish presence in adjacent streams Surveyed and incidental wildlife occurrences
	Rare and endangered species occurrences Rare and endangered plant community occurrences Critical habitat for Species at Risk
iMapBC (BC 2023a)	Surveyed and incidental wildlife occurrences
	Rare and endangered species occurrences Rare and endangered plant community occurrences Critical habitat for Species at Risk
Conservation Data Centre (CDC 2023a)	Surveyed and incidental wildlife occurrences
	Rare and endangered species occurrences Rare and endangered plant community occurrences Critical habitat for Species at Risk
BC Species and Ecosystems Explorer (CDC 2023b)	Details about rare and endangered species and plant communities
Aquatic Species at Risk Map (DFO 2023)	Critical habitat and distribution data for aquatic Species at Risk

Figure 2 shows some of the important environmental features and observations made by the trails team during their site visits in June and July of 2023.

- PLACEHOLDER FOR FIGuRE 2

2.1. VEGETATION

This project area crosses into the following six biogeoclimatic zones, which indicate both the large area of Mount 7 as well as the changing elevation throughout the project area. The zones are listed from lowest to highest elevation:

- **IDFdk5**: Interior Douglas Fir Dry Cool (Hope et al. 1991),
- **ICHmk5**: Interior Cedar Hemlock moist cool (Ketcheson et al. 1991),
- **MSdk**: Montane Spruce moist cool dry cool (Hope et al. 1991),
- **ESSFdk2**: Engelmann Spruce Subalpine Fir Spillimacheen Dry Cool (Coupé et al. 1991),
- **ESSFmm3**: Engelmann Spruce Subalpine Fir Moist Mild (Coupé et al. 1991), and
- **IMAun**: Interior Mountain Heather undifferentiated (MoF 2006).

These zones transition one into another and share some similarities; short summaries of the zones are included below.

The Interior Douglas Fir zone has warm, dry summers and a fairly long growing season with cool winters. Pure Douglas fir (*Pseudotsuga menziesii*) stands are common, often with a more open canopy, with the occasional Western redcedar (*Thuja plicata*). At higher elevations lodgepole pine (*Pinus contorta*) is common, and in wetter and riparian areas trembling aspen (*Populus tremuloides*) and paper birch (*Betula papyrifera*) are common.

The Interior Cedar-Hemlock (ICH) zone has cool wet winters and warm dry summers. Common species include western redcedar (*Thuja plicata*), western hemlock (*Tsuga heterophylla*), grand fir (*Abies grandis*), and Engelmann spruce (*Picea engelmannii*).

The Montane Spruce (MS) zone is characterized by cold winters and moderately short, warm summers. This zone is closely linked to the Engelmann Spruce Subalpine Fir (ESSF) zone including many similar vegetation species. The Montane spruce zone is transitional and shares characteristics generally of IDF and ESSF zones. Hybrid white spruce (*Picea x fennica*) and Engelmann spruce are common with understory vegetation including Utah honeysuckle (*Lonicera utahensis*), and grouseberry (*Vaccinium scoparium*). Wetlands are uncommon in this region.

The ESSF is the uppermost forested zone within the southern interior of BC. It occurs in mountainous terrain which is often steep and rugged. It is relatively cold, moist, and snowy with short growing seasons and long cold winters. Engelman spruce and subalpine fir (*Abies lasiocarpa*) are the dominant tree species. Lodgepole pine (*Pinus contorta*) is widespread, and whitebark pine (*Pinus albicaulis*), limber pine (*Pinus flexilis*), and alpine larch (*Larix lyallii*) are also present.

The Interior Mountain Heather (IMA) zone is found at higher elevation than the ESSF zone, and is above treeline. The IMA is characterized by rock mixed with tundra and colourful flower meadows. The IMA has the harshest climate of any biogeoclimatic zone in BC with temperatures cold for most of the year with wind and snow. Terrain is steep and rugged, with tall cliffs and rock snow capped peaks. Low growing evergreen

shrubs can include arctic lupine *(Lupinus arcticus*), arrow leaved groundsel (*Senecio triangularis*), subalpine daisy (*Erigeron peregrinus*), sitka valerian (*Valeriana sitchensis*), and arnicas (*Arnica* spp.).

2.1.1. Occurrences and Habitat

The site has not been field reviewed by a biologist; however, photos taken during the site visits by the trail staff illustrate site conditions and show several species. There are likely to be diverse ecosystems present on the site such as drainage corridors, forested areas, and rocky slopes, with a variety of vegetation species. The few species identified are included in Table 1 below.

Table 1. Vegetation species identified in photographs (not a full list of species present).

Common Name	Scientific Name
Calypso Orchid	*Calypso bulbosa*
Dandelions	*Taraxacum officinale*
Green wintergreen	*Pyrola chlorantha*
Whitebark Pine	*Pinus albicaulis*

Wildlife trees were not identified by the trails team however are likely present within the project area. A wildlife tree is a tree, which is usually dead, and provides valuable roosting, cavity nests, and food to a variety of bird species. The larger in diameter the wildlife tree the more valuable it is. Wildlife trees are important as they provide valuable habitat and contribute to stand level diversity.

2.2. WETLANDS AND WATERCOURSES

Two named watercourses are located within the project area: Stacey Creek (towards southern portion of project area) and Kicking Horse River (along northern section of project area). Additionally, a variety of smaller unnamed tributaries were found (Figure 2). There are two named watercourses which interact with the project area; Stacey Creek (Watershed code: 300-914500) (towards southern portion of project area) and Kicking Horse River (Watershed code: 380) (along the northern section of project area). Stacey Creek flows west from the project area to the Columbia River (Watershed code: 300). Four mapped watercourses flow northeast from the project area to the Kicking Horse River (Watershed codes: 380-146800, 380-123200, 380-119800, 380-119800-40400). A number of small seasonal drainages are also present and drain from the project area to the Columbia and Kicking Horse Rivers.

No fish data points are present within 50 m of the project area, for Stacey Creek, the Kicking Horse River, or any of the unnamed tributaries (MOECCS 2023). No fish species have been recorded within any of the unnamed watercourses within the site.

The fish species historically observed within the Kicking Horse River are unlikely to be present on-site but have been included in Table 2, due to connectivity with the project area. The closest recorded fish observation was of sculpin (*Cottus* sp.) approximately 400 m west along Kicking Horse River in 1997. Figure 1 shows the waterbodies which interact with the project area and within the surrounding area.

Table 2. Fish species present in the Kicking Horse River.

Common Name	Scientific Name
Brook trout	*Salvelinus fontinalis*
Bull trout	*Salvelinus confluentus*
Kokanee	*Oncorhynchus nerka*
Mottled sculpin	*Cottus bairdii*
Mountain whitefish	*Prosopium williamsoni*
Pygmy whitefish	*Prosopium coulterii*
Rainbow trout	*Oncorhynchus mykiss*
Slimy sculpin	*Cottus cognatus*
Torrent sculpin	*Cottus rhotheus*

Water quality and fish and fish habitat could be impacted by construction in and around waterbodies. Installation and decommission of bike trails should follow best management practices to avoid impacting water bodies.

2.2.1. Occurrences

Several drainages were noted during the site visits, and two bank armouring locations and one culvert to allow trail crossing were noted by the trails team. The location of these crossings is shown in Figure 2. No wetlands are noted in the desktop review results, and none were identified during the site visits by the trails team.

2.3. WILDLIFE

Given the diversity of habitat and the various biogeoclimatic zones present on Mount 7, a variety of wildlife species have the potential to be present. Different species will utilize different areas within the project area. Amphibians and reptiles rely on the wetted areas and forest floors, squirrels and bird on the trees, and large mammals rely on habitat diversity and the expansive nature of the mountain. A short list of potential species based on the biogeoclimatic zones is presented in Table 3 below. Many species may be present in multiple zones. Additionally, this is not an exhaustive list of all the species which have potential to be present, but is provided as an indication of the biodiversity likely to be present on Mount 7.

Table 3. Potential wildlife species noted within each biogeoclimatic zone.

Common Names of some Potential Species	Scientific names	Class	Biogeoclimatic Zones Present
Bighorn sheep	*Ovis canadensis*	Mammal	IMA
Black bear	*Ursus americanus*	Mammal	All
Bohemian waxwing	*Bombycilla garrulus*	Bird	ICH, IDF
Caribou	*Rangifer tarandus*	Mammal	IMA
Clark's nutcracker	*Nucifraga columbiana*	Bird	MS
Columbia ground squirrel	*Urocitellus columbianus*	Mammal	ESSF

Common Names of some Potential Species	Scientific names	Class	Biogeoclimatic Zones Present
Common pika	*Ochotona minor*	Mammal	MS
Cougar	*Puma concolor*	Mammal	ESSF, IDF
Coyote	*Canis latrans*	Mammal	MS, ESSF, IDF
Deer mouse	*Peromyscus maniculatus*	Mammal	MS
Elk	*Cervus canadensis*	Mammal	ICH, IMA
Fisher	*Martes pennanti*	Bird	MS
Golden eagle	*Aquila chrysaetos*	Bird	IMA
Golden mantled ground squirrel	*Callospermophilus saturatus*	Mammal	MS
Gray wolf	*Canis lupus*	Mammal	ESSF
Great gray owl	*Strix nebulosa*	Bird	ESSF
Great horned owl	*Bubo virginianus*	Bird	ICH
Grizzly bear	*Ursus arctos*	Mammal	ICH, IMA, IDF
Heather vole	*Phenacomys intermedium*	Mammal	MS
Hoary marmot	*Marmota caligata*	Mammal	ESSF, IMA
Long-toed salamander	*Ambystoma macrodactylum*	Amphibian	ESSF, IDF, ICH
Lynx	*Lynx canadensis*	Mammal	MS, ESSF
Masked shrew	*Sorex cinereus*	Mammal	MS
Moose	*Alces alces*	Mammal	ICH, MS, ESSF, IDF
Mountain chickadee	*Poecile gambeli*	Bird	ICH
Mountain goat	*Oreamnos americanus*	Mammal	ESSF
Mule deer	*Odocoileus humionus*	Mammal	All
Pileated woodpecker	*Dryocopus pileatus*	Bird	MS, IDF, ICH
Pine siskin	*Spinus pinus*	Bird	ESSF
Porcupine	*Erethizon dorsatum*	Mammal	MS, ESSF
Red squirrel	*Sciurus vulgaris*	Mammal	ICH, MS, ESSF, IDF
Snowshoe Hare	*Lepus americanus*	Mammal	ESSF, MS
Southern red-backed vole	*Clethrionomys gapperi*	Mammal	ESSF, IDF
White-tailed ptarmigan	*Lagopus leucura*	Bird	IMA
Wolverine	*Gulo gulo*	Mammal	ICH, ESSF, IMA

2.3.1. Occurrences and Habitat

Within the project area there are likely a variety of habitat types available to wildlife. The dominant habitat type is forested mountain areas as is apparent from aerial images (Figure 2). While there are a small

number of cut blocks and cutting-based forest research trials, the majority of habitat and drainages within the forested areas of Mount 7 are relatively undisturbed. The total extent of the usage of the trails within the Mount 7 area is unknown; however, given that typical trail usage is non-motorized, consisting of bicycles, hikers, and runners, there is likely a negligible to moderate impact on the most wildlife species in the area.

There were a variety of observations made by the trails team during their investigation of the project area on Mount 7. Table 4 includes a list of bird species and Table 5 a list of mammal species, which were observed during the field visits in June and July of 2023 on Mount 7 by the trails team. Additionally, desktop review of provincial databases pertaining to incidental wildlife observations within 100 m of the project area found a record of great blue heron (*Ardea herodia*) previously observed within the project area (MOECCS 2023).

Table 4. Bird species observed within the project area.

Bird Code*	Common Name	Scientific Name
AMRO	American Robin	*Turdus migratorius*
ATTW	American Three-toed woodpecker	*Picoides dorsalis*
BBWO	Black backed Woodpecker	*Picoides articus*
BHCO	Brown Headed Cowbird	*Molothrus ater*
BKSW	Bank Swallow	*Riparia riparia*
CLNU	Clark's Nutcracker	*Nucifraga columbiana*
DEJU	Dark-eyed Junco	*Junco hyemalis*
DOWO	Downy Woodpecker	*Dryobates pubescens*
EUST	European Starling	*Sturnus vulgaris*
GRCA	Gray Catbird	*Dumetella carolinensis*
NOFL	Northern Flicker	*Colaptes auratus*
PISI	Pine Siskin	*Spinus pinus*
RBNU	Redbreasted Nuthatch	*Sitta canadensis*
RTHA	Red tailed hawk	*Buteo jamaicensis*
SPGR	Spruce Grouse	*Canachites canadensis*
SWTH	Swainson's Thrush	*Catharus ustulatus*
TUVU	Turkey Vulture	*Cathartes aura*
VATH	Varied Thrush	*Ixoreus naevius*
WETA	Western Tanager	*Piranga ludoviciana*
YEWA	Yellow Warbler	*Setophaga petechia*

*The bird codes were sources from the Sibley Birds App v2 on an iPhone.

Table 5. Wildlife species observed onsite during site investigation by trail team.

Common Name	Scientific Name
Snowshoe hare	*Lepus americanus*
Hare (unidentified species)	*Lepus spp.*
Hoary Marmot	*Marmota caligata*

Common Name	Scientific Name
Red Squirrel	*Sciurus vulgaris*
Ground Squirrel	*Spermophilus parryii*
Chipmunk	*Tamias striatus*
Black Bear	*Ursus americanus*

These observation tables are not an inclusive list of all the species with potential to be present in the project area, however, demonstrate the habitat quality and ability to support a diverse range of wildlife.

3. Species At Risk

A desktop review was completed, and observations were collected by the trails team in the field to inform on the potential for species at risk within the project area, and to confirm if any species at risk were observed during the field work.

3.1. AQUATIC SPECIES AT RISK

Review of the Department of Fisheries and Oceans Canada's (DFO's) Aquatic Species at Risk (SAR) Map showed no aquatic species at risk (SAR) or critical habitat for aquatic SAR within the project area (DFO 2023). However, a westslope cutthroat trout (*Oncorhynchus clarkia lewisi*) occurrence was recorded within the Columbia River, approximately 2.3 km southwest of project area. This species is federally listed as special concern under SARA and is provincially blue-listed.

3.2. TERRESTRIAL SPECIES AT RISK

A desktop review was completed to identify and species or ecosystems at risk within the project area using Habitat Wizard (MOECCS 2023). The historical occurrences were not included. Table 6 includes the species at risk mapped within the project area and within a 2 km radius around the project area. Table 7 shows two federally listed species with critical habitat in the project area, and within a 2km radius around the project area. Figure 3 shows the Species at Risk and Critical Habitat Polygons of the species listed in this section.

Table 6. Species at risk mapped within and around the Mount 7 project area.

Common Name	Scientific Name	Type	BC List	SARA	Distance from Project
Great blue heron, Herodias subspecies	*Ardea herodias herodias*	Bird	Blue	-	1.40 km W
Painted turtle – intermountain – Rocky Mountain population	*Chrysemys picta pop. 2*	Reptile	Blue	1-SC	0.26 km W

Common Name	Scientific Name	Type	BC List	SARA	Distance from Project
Limber pine	*Pinus flexilis*	Vascular plant	Blue	-	Within project footprint Multiple occurrences between 0.17 – 0.36 km N 1.72 km E
Whitebark pine	*Pinus albicaulis*	Vascular plant	Blue	1-E	Within project footprint 1.73 km NE 2.55 km NE
Yellow widelip orchid	*Liparis loeselii*	Vascular plant	Blue	-	2.90 km NW

Table 7. Species at risk with critical habitat for federally listed species within and around the project area

Common Name	Scientific Name	Type	BC List	SARA	Distance from Project
Woodland caribou, (Southern mountain population)	*Rangifer tarandus pop. 1*	Mammal	Red	1-T	1.07 km W
Whitebark pine	*Pinus albicaulis*	Vascular plant	Blue	1-E	Multiple mapped areas within southern portion of project footprint and within 3 km south of project footprint.

Figure 3 Placeholder Page

The CDC maps the blue-listed species whitebark pine and limber pine within the project area. Additionally, Critical Habitat for the federally listed species whitebark pine is within the project area.

Whitebark pine (*Pinus albicaulis*) is a small to medium sized, slow growing, long lived tree of the high mountains. It typically has long branches and an upswept branched crown, with brown scaly bark. The seeds from this species are an important source of food for grizzly bear, and other wildlife (BC 2023c). There is quality habitat for Whitebark pine within the project area as it thrives at high elevation in snowy, cold conditions, up to the timberline.

Limber pine (*Pinus flexilis*) is a small to medium sized, slow growing, long lived conifer of the high mountains. When mature it has a multi-stemmed growth form, with stubby branches, an upswept branched crown, and rough, dark brown bark with wide scaly plates. It is valued for watershed protection and aesthetics (BC 2023d). Limber pine habitat is present within the project area as it prefers rocky hills at higher elevation, additionally they don't mind poor or rocky soil and cold temperatures allowing them to grow in areas many trees can't.

3.2.1. Observations

The trail team identified many whitebark pine during their field review (Figure 2). Sightings were concentrated towards the eastern half of the proposed project area. In addition, they also noted a cone research area at the southeastern portion of the project area. No other observations of the above aquatic and terrestrial species at risk were observed; however, there is still a possibility of these species being present in the area.

4. Best Management Practices for Trails

This section includes best management practices (BMPs) for construction, and placement of new trails as well as some recommendations for decommissioning trails. Table 8 summarises BMPs relating to each of the identified environmental sensitivities.

Table 8. Environmental Features and Sensitivities in Project area with relevant recommendations.

Habitat / Feature / Species	Description	Recommendation
Watercourses, drainages, and aquatic species	Habitat Feature	- Section 11 of *Water Sustainability Act* (WSA) potential for permitting requirements. - Cross using culvert or clear-span bridge. Do not block flow or navigate vehicles through the channel. - Conduct instream works during low-flow or no flow periods, and during the least risk work window if fish are present (July 15 – September 1). - Scientific Fish Collection Permit to be obtained from Ministry of Forests (MOF) as required. Salvage to be conducted by qualified environmental professional (QEP) if work being undertaken while watercourses have flow.

Habitat / Feature / Species	Description	Recommendation
		- Avoid work during rainy periods, implement appropriate ESC measures per ESC Plan, undertake water quality monitoring during and after construction.
Potential wetlands	Habitat Feature	- Trails should be routed around, and not within, any potential wetlands.
Forested Areas	Habitat Feature	- Only cut trees when necessary, preference is to avoid older more established trees in favor or removing smaller trees. - Survey for wildlife trees and determine which trees will need to be avoided, and establish suitable wildlife buffers if necessary. - Minimize vegetation clearing to what is necessary for clearing the trail corridor and to provide clear sightlines to avoid human-wildlife conflict/collisions. - High elevation alpine areas above the treeline are slow growing and challenging to restore, trails should avoid these areas when feasible.
Wildlife – General	Wildlife	- Construct trails during periods where habitat disturbance will be minimal. These include summer and fall months, as well as times of day between dawn and dusk. - Maintain trails during the operation phase, such as removing wildlife attractants, and manage capacity of users of trails and associated amenities (Scallion and Titchener 2023).
Great blue heron (*Ardea Herodias*)	Bird SAR – Schedule 1 MBCA	- A nest mitigation plan may be required if active nests are documented within the Project footprint. - Conduct works during least-risk timing windows (avoid disturbances between January 15 and September 15 for nesting herons (DwC 2014)).
Painted turtle – intermountain – Rocky Mountain population (*Chrysemys picta pop. 2)* (Included due to close proximity to project area).	Reptile SAR – Special Concern	- Conduct survey and salvage as appropriate before work commences. - Avoid disturbance of passage for this species during and after works.
Whitebark pine (*Pinus albicaulis*)	Tree SAR - Endangered	- Avoid disturbance of these trees, route trails around individuals and stands.
Limber pine (*Pinus flexilis*)	Tree SAR – Under SARA consideration	- Avoid disturbance of these trees, route trails around individuals and stands.

4.1. DECOMMISSIONING/CLOSING TRAILS

If trails in the project area are being partially or entirely decommissioned, an assessment of the current trail condition should be completed. If the trails are not being used and native vegetation is volunteering, these sites can be left as is and will likely restore themselves over time. Decommissioned trails should be blocked off and/or covered using native materials, to prevent usage and to promote the restoration of these sites. Continued, even occasional use, of trails will prevent the establishment of vegetation.

If recently closed trails are hardened and compacted from use, it is recommended to loosen the trail ground and place native material or topsoil on the trail footprint and seed this area with a native seed mix in the spring or fall. This will prevent the area becoming hospitable to invasive plants. Whenever possible native material should be sources from trails being developed. Once seeded, the decommissioned trails should be blocked off to cease traffic into these areas, allowing vegetation to grow. Any use may prevent the establishment of young vegetation. Placing other obstacles and barriers to discourage use such as branches, and logs is also recommended. Further details on trail decommissioning is included in the Mount 7 Trail Plan.

4.2. VEGETATION AND SOIL PROTECTION

Best management practices for vegetation and soil protection should be followed during construction to ensure impacts to the natural area are minimized.

4.2.1. Tree Protection Measures

Trails should be routed around standing trees whenever, particularly those of large diameter. Tree species at risk, such as whitebark or limber pine, are to be given special consideration in trail routing. Roots of trees typically extend to the outer limit of the vegetated crown (the drip line) and must be protected during brushing, topsoil clearing and trail grading to limit damage to retained trees. Additionally, snags are to be left unless they are a safety concern, as they provide habitat. Equipment will not break branches, penetrate the bark of trees or otherwise damage vegetation outside the defined clearing or work limits, and working equipment is to stay outside of the root protection zone. For significant trees such as species at risk, snow fencing may be needed during machine works to limit encroachment into the rooting zone of trees.

4.2.2. Least Risk Timing Windows for Breeding Birds

Vegetation clearing and loud noises (such as operating heavy equipment) has the potential to disturb breeding or migratory birds, raptors, or other wildlife. To mitigate potential effects to wildlife and achieve compliance with the BC *Wildlife Act* and *Migratory Birds Convention Act* (MBCA; 1994) the following timelines are to be considered:

- The general bird-breeding season is April 15 to August 15 of any year.
- The raptor-breeding window spans February 1 to August 16 (MOE 2013).
- Nests of eagles, peregrine falcons, gyrfalcons, ospreys, herons, pileated woodpecker, and burrowing owls are always protected (Section 34 *Wildlife Act*).

BMPs outlined in ‘Develop with Care’ (DwC 2014) recommend that construction activities that may disturb breeding birds and their nesting activities be conducted outside of the bird-breeding season to avoid

disturbance of nesting birds. Further, activities that may molest or disturb birds or their eggs constitutes a violation of provincial statutes.

Prior to any new works, including ground disturbance, during the bird breeding season, a qualified environmental professional (QEP) shall perform nest surveys to identify active bird or protected nests within and adjacent to proposed trail areas requiring the removal of trees or vegetation.

If an active bird or protected nest is found within a designated area, a nest management plan may be prepared by the QEP for works in the vicinity of the nest, providing protection of the nest through buffers and/or by instituting appropriate exclusion windows for Project activities.

4.2.3. Tree Removal

When removing trees and vegetation the Contractor will ensure that the following BMPs will be implemented:

- Limit the extent of vegetation clearing as much as possible.
- Only trees and areas that have been approved for construction will be cleared, and remaining significant trees are to be protected.
- Only fall trees across the stream when no other method of tree removal is possible due to safety reasons.
- Fall the tree away from the channel unless there is an immediate threat to the public and remove the material within the instream work window.
- Strategic scheduling of clearing activities to minimize areas of erodible soil surfaces at any given time while pursuing works to completion as quickly as possible once started.
- Ensure that equipment used for vegetation removal complies with BMPs for deleterious substance control.
- Conduct a bird and nest sweep prior to tree removal. Schedule vegetation removal within the window of least risk for breeding birds, wherever possible. If within the breeding bird window, refer to practices outlined in Section 4.2.1.

4.2.4. Topsoil Protection

Native topsoil will be protected by restricting vehicle and equipment traffic to within the trail work limits. Any areas that are disturbed outside of the trail width will be reseeded with a native seed mix to prevent the establishment of invasive species.

4.2.5. Erosion Control[1]

To ensure trail construction works limit erosive potential, the following practices are recommended:

- Ground disturbance activities should take place during favorable weather and relatively drier conditions to minimize erosion and runoff from disturbed surfaces.

- Drought conditions should be avoided for trail construction, due to potential for increased erosion of dry soils.
- Retain existing vegetation and ground cover where possible.
- Complete works as soon as possible once they are started. Always protect and stabilize exposed soil areas at the end of the workday.
- Inspect and maintain erosion control measures as works progress.
- Cover and stabilize exposed materials including stockpiles and slopes with polyethylene-sheeting.

[1] Erosion control relates to source control with the intent to prevent sedimentation of storm or surface water.

4.2.6. Sediment Control[2]

To limit the spread of sediments during trail construction or maintenance, the following practices are recommended:

- Install sediment control measures prior to starting any works that may result in sediment mobilization.
- Inspect and maintain sediment control measures as works progress.
- Time works to avoid drought conditions, due to potential for airborne particle erosion of dry soils.

[2] Sediment control related to prescriptions available to mitigate effects of sediment-laden water following the erosion of a source and entrainment of that source into a source of water.

4.3. INVASIVE SPECIES MANAGEMENT

A potentially significant impact from the development and maintenance of trails is the potential for the introduction and spread of regional or provincial invasive species. No invasive species were identified by the trails team during the site visits.

For management of invasive species, and particularly to limit their introduction and spread, the following must be done:

- All equipment must be cleaned and remove any dirt or plant material from the tracks, undercarriage, tires both prior to and arrival and transfer between sites;
- Equipment should stay within the project rights of way and staging areas;
- Clothing, gear (including safety vests), and footwear are to be checked for any form of plant matter. If detected remove, bag and dispose of these items to prevent infestation;
- If provincially noxious weeds, listed under the *BC Weed Control Act* (BC; 1996) are found on the site, they are to be bagged and removed as appropriate to the species. Ideally all noxious weeds are treated prior to spring before flowering for more manageable control. Any invasive plants found along the trail should be treated according to species-specific BMPs (CSISS 2023a), as part of the trail building program. Local objectives to limit the introduction of uncommon invasive plant species could be addressed through consulting the Columbia-Shuswap Invasive Species Society (CSISS) Priority Invasive Plant Lists (CSISS 2023b);

- If other invasive species are found, cut at base to remove. Bag and dispose if they have started to flower or set seed. Avoid driving through areas where invasive species are present however if necessary clean the tracks once through the invasive area;
- It is recommended that the GCC provide signage at all trail kiosks with information regarding best practices to limit invasives, including washing bikes and gear when traveling between riding areas and provinces. Identifying bike washing stations, if available, is also advisable. This will be an ongoing initiative to educate riders on the importance of limiting the spread of these invasive species.

4.4. AQUATIC PROTECTION

Best management practices for protection of aquatic resources should be followed during construction, operation and maintenance, to ensure impacts to the natural area are minimized. Although no records for observations of fish species or aquatic species at risk occur within the project area or search areas, BMPs for working in and around water should be followed, including those listed in Table 8. Instream works may require a site visit by a QEP to characterize stream and riparian habitat and assess potential for fish presence within potentially impacted streams (BC 2019).

4.4.1. Potential Permitting Considerations

Any instream work along any streams and drainages, including culvert installations, require a Section 11 permit under the *Water Sustainability Act*. No works should be undertaken without a permit and all project works should be carried out under the terms and conditions of the *Water Sustainability Act* and the provided permit. Of the watercourses and drainages identified within the project area, only the Kicking Horse River is fish bearing. If works are completed along a fish bearing watercourse, a provincial scientific fish collection permit will likely be required, as well as potentially a Department of Fisheries and Oceans Canada (DFO) Request for Review (RfR).

If wetlands are present within or adjacent to the trails, they are to be avoided by routing trails around them. Wetlands are protected by the *Water Sustainability Act* and should not be disturbed by trails. Indications of wetlands can include wetted areas, with cattails, and are often found in low lying areas.

4.4.2. Water Quality Management

The Federal *Fisheries Act* (Canada 1985) legislates that no deleterious substances may be released into fish-bearing waters. A substance is deleterious if it is harmful to fish or wildlife, if it limits the use of fish by humans, or if, by going through some process of degradation, it harms the soil or water quality (for example, oxygen-depleting wastes) (DwC 2014). A substance is also deleterious if it exceeds a level prescribed by regulation. All equipment used in close proximity to watercourses must be free of deleterious material and in good condition (free of leaks).

Water quality of fish bearing and non fish bearing waterbodies has the potential to be impacted by construction activities if the appropriate measures are not implemented due to excess runoff and unabated erodible soil surfaces. Sediment laden water which enters streams can adversely affect wildlife and fish by smothering eggs or obstructing gill function.

Surface water quality and any construction water runoff must follow federal, provincial, and local legislation, regulations, standards, and guidelines for the protection of the aquatic environment. Areas under federal jurisdiction are to achieve compliance with the standards outlined in the federal *Canadian Water Quality Guidelines for the Protection of Aquatic Life* (CCME 1999). Lands within provincial jurisdiction follow the standards for the protection of aquatic life outlined in the *Working Water Quality Guidelines for British Columbia* (MOECCS 2021a) and the BC *Approved Water Quality Guidelines* (MOECCS 2021b).

4.4.2.1. Turbidity Monitoring

The water quality monitoring program must include the selection of monitoring locations. The water quality monitoring program will be modified when required to address changes in construction activities and locations.

Water quality monitoring will be undertaken as part of the EM's duties and will include at a minimum:

- Determine baseline water quality data prior to the start of construction.
- Selection of parameters for measurement against regulatory guidelines or standards.
- Reporting of results and recommendations for correcting non-compliance to the EMP and environmental legislation.

Water quality guidelines for turbidity must follow the BC Approved Water Quality Guidelines: Aquatic Life, Wildlife & Agriculture (MOECCS 2021b). Water quality turbidity parameters to be measured and monitored with respect to construction water discharges outside of that water being contained with the water treatment plants are shown in Table 9.

Table 9. BC Approved Water Quality Guidelines for Discharged Water Turbidity Standards.

	Turbidity*
Aquatic life including freshwater, marine and estuarine environments	Change from background of 8 NTU at any one time for a duration of 24 h in all waters during clear flows or in clear waters
	Change from background of 5 NTU at any time when background is 8 - 50 NTU during high flows or in turbid waters
	Change from background of 10% when background is >50 NTU at any time during high flows or in turbid waters

** Turbidity is measured as water clarity (nephelometric turbidity units or NTU).*

4.5. WILDFIRE MANAGEMENT

The proposed trails will be within a forested area, and construction will be completed during periods of little rain to limit erosion and sediment spread. As such, wildfire is a concern during construction, particularly with machinery accessing the forest. To prevent wildfire the following precautions should be followed:

- Vehicles, or other equipment onsite will not be parked on vegetated, especially grassy, areas or vegetation shall be mowed prior to the parking of vehicles if the Fire Danger Rating is above moderate.

- Smoking should be restricted to vehicle cabs or outdoors on non vegetated surface. All cigarette butts need to be appropriately disposed of in vehicles, on the smoker's person, or in designated disposal receptacles.
- There will be no fires or burning of waste of any kind on or around the sites.
- No brush piles are to be left by trail construction or maintenance activities.
- Appropriate fire suppression should be kept onsite at all times including fire extinguishers on all equipment, and other fire control tools as deemed appropriate by the contractor.

We recommend appropriate training for anyone who works in areas with high potential for forest fires. The crew is to report wildfires if they occur. If a wildfire occurs in the area follow the BC process as directed by the BC Government. **Call 1-800-663-5555 or text *5555 as soon as possible**. If a phone call is made be prepared to provide fire related information including where is the fire, where is the closest intersection, how large is the fire, and any other information requested by the operator (BC 2023e).

4.6. WILDLIFE MANAGEMENT

As described in earlier sections there is potential for a variety of wildlife and wildlife species at risk to be present within and surrounding all the works area. A variety of best practices should be put in place to ensure wildlife is protected as explained in Table 10.

Table 10. Includes a list of best practices for wildlife and when they should be implemented.

Action	When (Construction, Maintenance, Trail Use)
Personnel will not harass or disturb wildlife	All
Any wildlife encountered will not be disturbed and allowed to pass freely through the site	All
No feeding, baiting, or luring of any wildlife will occur, and not wildlife will be approached	All
Bear aware training is recommended for workers	Construction / Maintenance
If large carnivores are observed on the site, and if the animal is not leaving the site or appears aggressive all personal should drive from the site and report the encounter to a conservation officer at the RAPP (Report all Poachers and Polluters) line 1-877-952-7277	Construction / Maintenance
If any wildlife species at risk, or any individuals, are observed on or near the project area operations in the immediate vicinity of the species will be stopped and will recommence only when the species have left the immediate area	Construction / Maintenance
There should be no firearms, or unrestrained pets allowed on the project area	Construction / Maintenance
We recommend dogs be kept onleash to avoid disturbing wildlife	Trail Use
Bear spray is recommended for all personnel to have onsite with them as protection once they have received proper training	All

Action	When (Construction, Maintenance, Trail Use)
A survey for Schedule 1 species of the Migratory Bird Convention Act nests will be completed prior to any vegetation removal or clearing, and all trails should be rerouted around these nests including stick nests, and pileated woodpecker nests. If any active nests are identified a QEP will decide on the appropriate setbacks while the nest is active	Construction
For vegetation removal during the active breeding season a nest survey should be completed of the vegetation to be removed including trees, shrubs, and tall grasses	Construction
Given the remote nature of the site personnel should be aware of their surroundings at all times	All
Great blue heron is listed in the *Migratory Birds Convention Act* (MBCA) under Schedule 1. Great blue heron occupy habitat around slow-moving streams, wetlands and marshes. A nest mitigation plan may be required if active nests are documented within the project area	Construction
If possible, it is recommended that GCC include wildlife information kiosks along the trail to advise riders on best practices during wildlife interactions. This would be an excellent opportunity to continue educating riders on how to share the space with wildlife, and of species of concern present on Mount 7.	Construction
Limit trail density to minimize impacts to wildlife.	Construction
Provide wildlife proof garbage bins for users at trailheads whenever possible.	Maintenance

4.7. FUELING AND SPILL RESPONSE

A spill response and reporting procedure should be implemented prior to the commencement of work. An example is provided in *Appendix B*. Spills should be reported to the Construction Supervisor and Environmental Monitor (EM), if applicable, as soon as possible. Any spill entering a waterbody must be reported to the provincial Report a Spill program at **24-hour/toll-free: 1-800-663-3456**. Spills of fuels onto land greater than 100 L in volume must also be reported to the number above.

Small fuel or oil leaks are the most common spills encountered on construction sites of this nature. The EM can help direct any clean-ups. Any contaminated material and surrounding soil as well as any sorbent material used will be removed and placed in a designated container for proper disposal. For larger spills, the Construction Supervisor and/or EM will work with the appropriate government agencies for response and clean-up.

4.8. TIMING RESTRICTION SUMMARY

Any works that are to take place in stream should occur during low water or no water conditions. If fish are present work should be completed during the appropriate timing window. The least risk timing window for the Kicking Horse River is July 15-September 1. A Ministry of Forests (MoF) *Water Sustainability Act* (WSA) and Scientific Fish Collection permit should be obtained prior to instream works. If fish are observed onsite in a non-fish bearing stream during construction work will stop until a proper salvage can be completed.

Any work installed in watercourses should not obstruct fish or amphibian passages. Any wetter areas have potential for amphibian presence and this must be accounted for during the construction of trails. Instream

works or works in wetted areas should not occur during overwintering, and a General wildlife permit should be retained to salvage amphibians in areas where they are expected prior to construction.

If vegetation requires removal, including trees, shrubs and tall grasses, it should be completed outside of the bird breeding window. The breeding window for this region is from April 15-August 15. If vegetation removal is proposed during this window surveys are to be conducted by a QEP knowledgeable about avian behaviour and biology. Active nests observed within and immediately surrounding the project area are to be buffered to allow a “no work” zone until the nest has confirmed to be fledged. Appropriate buffer sizes will be designated according to the species identified. Schedule 1 species, such as great blue heron, nests are protected year-round.

5. Conclusion

Given the natural condition of the Mount 7 site there is potential for impacts with the installation of new mountain bike trails. However, by following the BMPs listed in this report these impacts can be significantly minimized.

Sincerely,

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APPENDIX A

Statement of Limitations

Statement of Limitations

Use of this Report. This report was prepared by McElhanney Ltd. ("**McElhanney**") for the particular site, design objective, development and purpose (the "**Project**") described in this report and for the exclusive use of the client identified in this report (the "**Client**"). The data, interpretations and recommendations pertain to the Project and are not applicable to any other project or site location and this report may not be reproduced, used or relied upon, in whole or in part, by a party other than the Client, without the prior written consent of McElhanney. The Client may provide copies of this report to its affiliates, contractors, subcontractors and regulatory authorities for use in relation to and in connection with the Project provided that any reliance, unauthorized use, and/or decisions made based on the information contained within this report are at the sole risk of such parties. McElhanney will not be responsible for the use of this report on projects other than the Project, where this report or the contents hereof have been modified without McElhanney's consent, to the extent that the content is in the nature of an opinion, and if the report is preliminary or draft. This is a technical report and is not a legal representation or interpretation of laws, rules, regulations, or policies of governmental agencies.

Standard of Care and Disclaimer of Warranties. This report was prepared with the degree of care, skill, and diligence as would reasonably be expected from a qualified member of the same profession, providing a similar report for similar projects, and under similar circumstances, and in accordance with generally accepted biology/engineering and scientific judgments, principles and practices. McElhanney expressly disclaims any and all warranties in connection with this report.

Information from Client and Third Parties. McElhanney has relied in good faith on information provided by the Client and third parties noted in this report and has assumed such information to be accurate, complete, reliable, non-fringing, and fit for the intended purpose without independent verification. McElhanney accepts no responsibility for any deficiency, misstatements or inaccuracy contained in this report as a result of omissions or errors in information provided by third parties or for omissions, misstatements or fraudulent acts of persons interviewed.

Effect of Changes. All evaluations and conclusions stated in this report are based on facts, observations, site-specific details, legislation and regulations as they existed at the time of the report preparation. Some conditions are subject to change over time and the Client recognizes that the passage of time, natural occurrences, and direct or indirect human intervention at or near the site may substantially alter such evaluations and conclusions. Construction activities can significantly alter soil, rock and other geologic conditions on the site. McElhanney should be requested to re-evaluate the conclusions of this report and to provide amendments as required prior to any reliance upon the information presented herein upon any of the following events: a) any changes (or possible changes) as to the site, purpose, or development plans upon which this report was based, b) any changes to applicable laws subsequent to the issuance of the report, or c) new information is discovered in the future during site excavations, construction, building demolition or other activities.

Independent Judgments. McElhanney will not be responsible for the independent conclusions, interpretations, interpolations and/or decisions of the Client, or others, who may come into possession of this report, or any part thereof. This restriction of liability includes decisions made to purchase, finance or sell land or with respect to public offerings for the sale of securities.

APPENDIX B

Spill Response Procedure

Spill Response Procedures

NOTE: <u>All spills to water are reportable</u>. If in doubt as to whether to report a spill, err on the side of caution and report the spill. Agency notification will be initiated by the Project Supervisor or the Environmental Monitor. If a spill of fuel, oils, uncured cement, lubricants, or other harmful substances occurs, the following procedures will be implemented.

Spill Response Steps:

1. **Ensure Safety**
2. **Stop the Flow** (When Possible)
3. **Secure the Area**
4. **Contain the Spill**
5. **Notify/Report** (EMBC 1-800-663-3456)
6. **Clean-Up**

(Circumstances may dictate another sequence of events)

1. ENSURE SAFETY

- Ensure personal/public, and environmental safety
- Wear appropriate Personal Protective Equipment (PPE)
- Never rush in, always determine the product spilled before acting
- Warn people in immediate vicinity
- Ensure **no ignition sources** if spill is of a flammable material

2. STOP THE FLOW (WHEN POSSIBLE)

- Act quickly to reduce the risk of environmental impacts
- Close valves, shut off pumps or plug holes/leaks, set containers upright
- Stop the flow of the spill at its source

3. SECURE THE AREA

- Limit access to spill area
- Prevent unauthorized entry onto site

4. CONTAIN THE SPILL

- Block off and protect drains and culverts
- Prevent spilled material from entering drainage structures (ditches, culverts, drains)
- Use spill-sorbent material to contain spill
- If necessary, use a dike or any other method to prevent any discharge off site
- Make every effort to minimize contamination
- Contain as close to the source as possible

5. NOTIFY / REPORT

- Notify appropriate Project Supervisor or alternate of incident (provide spill details)
- Project Supervisor or designate calls Emergency Management BC (EMBC) 1-800-663-3456 (24 hour)
- Provide necessary spill details to other external agencies
- Complete a Spill Response Form

6. CLEAN-UP

- Technical assistance is available from the Environmental Monitor on clean-up procedures and residue sampling.
- All equipment and/or material used in clean-up (e.g., used sorbents, oil containment materials etc.) must be disposed of in accordance with BC Ministry of Environment requirements. The Environmental Monitor will assist in compliance with federal and provincial legislation.
- Accidental spills may produce special wastes (e.g., material with > 3% oil) and contaminated soil. All waste disposals must comply with the BC Hazardous Waste Regulations and the BC *Environmental Management Act*.
- Waste-contaminated sorbent material may not be disposed of in a landfill without prior approval from MOE and the landfill operator.
- Contaminated soil must be treated and dealt with as required on a site-specific basis and must comply with the requirements of the BC Contaminated Sites Regulations.

List of Externally Reportable Quantities for Commonly Used Substances
Product Quantity

Class 2.1 – flammable gas (e.g., propane) 10 kg or 10 min.
Class 2.2 - non-flammable gas (e.g., SF_6, CO_2) 10 kg or 10 min.
Class 3 - flammable liquids 100 litres
Class 8 - corrosive liquid acids and caustics (e.g., battery acid) 5 kg or litres
Class 9 – environmentally hazardous (e.g., PCB's, used ethylene glycol) 1 kg or litre
Oil & Waste Oil 100 litres
Other Substances (e.g., new antifreeze, power-wash water) 200 kg or litres
Pesticides & Herbicides 1 kg or litre

Spill Response Form

Date of Spill: _____ **E.M.:** _____

Contractor: _____ **Contractor Rep:** _____

Contact	Phone	Called (Y/N)	Comment
Emergency Management BC	1-800-663-3456		
Environment Canada	(604) 666-0370		
Other			

Spill Description and Cause of Spill:

_____
_____
_____
_____
_____

Mitigation Measures Taken:

_____
_____
_____
_____

Scene Attendants (Agency Representative, Contractor Representative, etc.):

_____
_____

Photographs:

#	Comments

Additional Reporting Requirements:

_____
_____

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CANADA BEST MANAGED COMPANIES
Platinum member

APPENDIX G

Trail Analysis Summary

McElhanney

Mt 7 Trail Inventory

Trail Name	Stated or Perceived Difficulty	RSTBC Difficulty Rating	IMBA Difficulty Rating	Whistler Trail Rating	Length (m)	Grade (Max)	Grade (Average)	Tread Width (Typical)	Use Type	Level of Development	Activity Types	Trail Type	Mode of Travel	Protrusion Frequency
10K	Black	Type 4	Double Black	Double Black	783	55	45	Narrow Singletrack (<0.9m)	Single-Use	Minimally	Mountain Biking	Summer Use	Non-Motorized	Frequent
3K/True Value	Blue	Type 4	Double Black	Black	732	40	25	Narrow Singletrack (<0.9m)	Single-Use	Minimally	Mountain Biking	Summer Use	Non-Motorized	Frequent
5K	Black	Type 4	Double Black	Double Black	1767	60	35	Narrow Singletrack (<0.9m)	Single-Use	Minimally	Mountain Biking	Summer Use	Non-Motorized	Frequent
7-up B12 connector	Green	Type 3	Blue	Blue	35	20	8	Wide Singletrack (<1.5m)	Multi-Use	Moderately	Mountain Biking, Trail Running	Summer Use	Non-Motorized	<Null>
B12	Double Black	Type 4	Double Black	Double Black	3114	60	50	Narrow Singletrack (<0.9m)	Single-Use	Minimally	Mountain Biking	Summer Use	Non-Motorized	Frequent
B52	Blue	Type 3	Double Black	Blue	518	22	15	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	Occasional
Black Trail	Black	Type 4	Double Black	Double Black	769	50	40	Narrow Singletrack (<0.9m)	Single-Use	Minimally	Mountain Biking	Summer Use	Non-Motorized	Occasional
Bris	Double Black	Type 4	Double Black	Double Black	999	80	40	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	Frequent
Dairyland	Black	Type 4	Double Black	Black	532	50	25	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	Occasional
Dead Dog	Double Black	Type 4	Double Black	Double Black	315	70	55	Wide Singletrack (<1.5m)	Single-Use	Minimally	Mountain Biking	Summer Use	Non-Motorized	Occasional
Erich	Black	Type 4	Double Black	Double Black	671	55	40	Narrow Singletrack (<0.9m)	Single-Use	Minimally	Mountain Biking	Summer Use	Non-Motorized	Frequent
GNR	Black	Type 4	Double Black	Double Black	742	55	45	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	Frequent
Happy Hour	Double Black	Type 4	Double Black	Double Black	208	40	30	Narrow Singletrack (<0.9m)	Single-Use	Developed	Mountain Biking	Summer Use	Non-Motorized	Occasional
Hybrid Moments	Black	Type 4	Double Black	Double Black	803	50	40	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	Occasional
Moonshine	Black	Type 4	Double Black	Black	1245	45	35	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	Frequent
Mystic	Black	Type 4	Double Black	Double Black	1328	55	35	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	Frequent
Oat yea	Black	Type 4	Double Black	Black	501	40	20	Narrow Singletrack (<0.9m)	Single-Use	Developed	Mountain Biking	Summer Use	Non-Motorized	Occasional
Red Snapper	Black	Type 4	Double Black	Black	563	40	25	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	Frequent
Red wine	Double Black	Type 4	Double Black	Double Black	1857	55	45	Narrow Singletrack (<0.9m)	Single-Use	Minimally	Mountain Biking	Summer Use	Non-Motorized	Frequent
Road B12 connector	Green	Type 3	Blue	Blue	89	20	5	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	<Null>
Rollercoaster Alt	Blue	Type 4	Black	Blue	99	20	18	Wide Singletrack (<1.5m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	None

McElhanney

Mt 7 Trail Invento

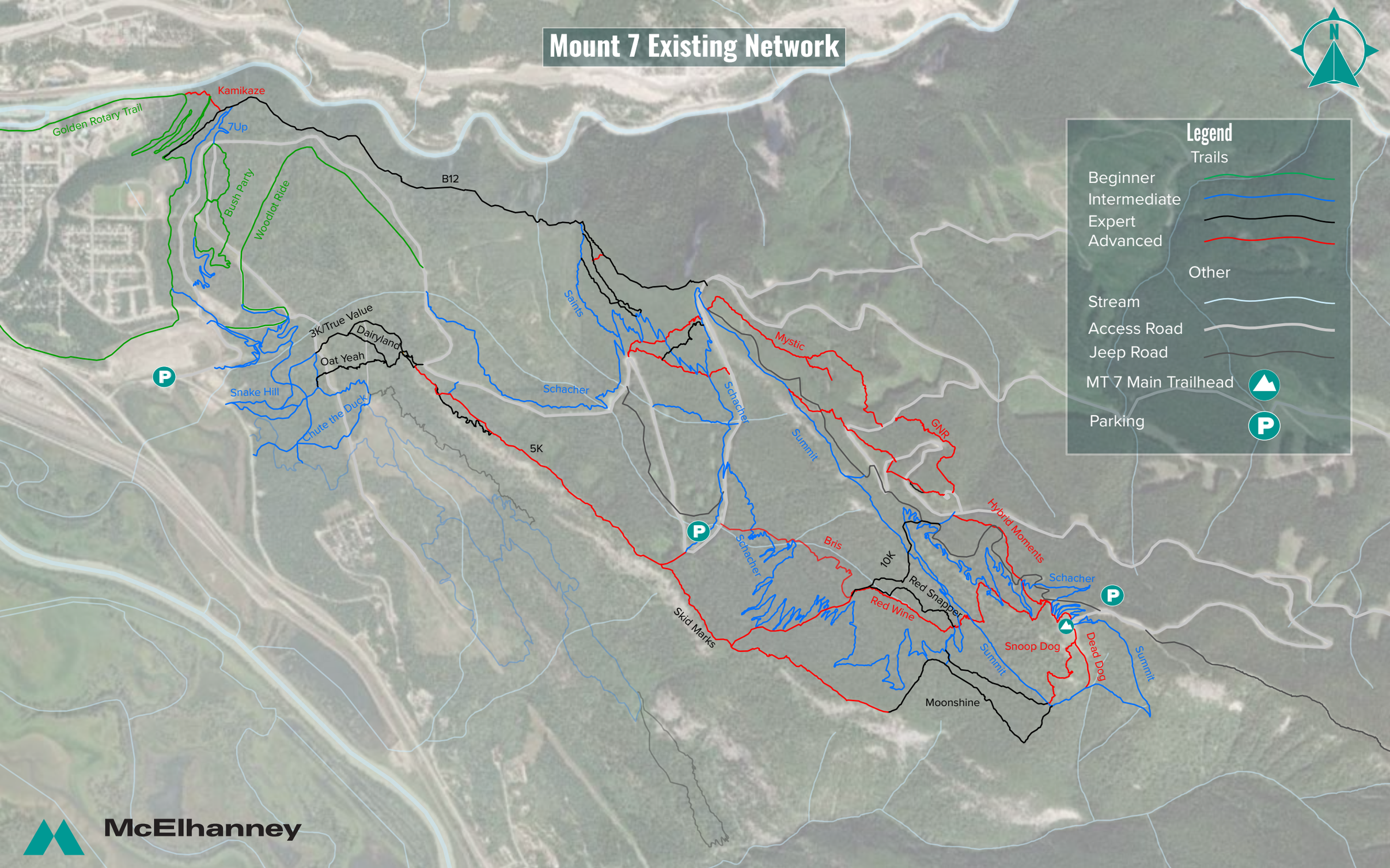
Trail Name	Turn Style (Typical)	Surface Characteristics	Surface Type	Surface Firmness	Trail Grade Exceptions	Tread Width Exception	Protrusion Height Exceptions	Turn Style Exception	Trail Tread Issues	Turn Radius Exception	Notes
10K	Berm	Rooty	Natural Soil	Moderate			2		1		Well used mostly fall line trail. Loose soil when dry. Erosion is prevalent and the trail has crept in some locations.
3K/True Value	Berm	Rocky	Natural Soil	Moderate	1		1	1		1	Part of the Psychosis Race Run. Trail starts out chunky and technical as if a continuation of 5k. The first segment of the trail prior to entering the cutblock is more challenging than the blue rating leads on. The remainder of the trail is much smoother, with one short pitch of 50% with a TTF drop that features two ridearounds.
5K	Berm	Rocky	Natural Soil	Moderate	4	1	2				Part of the Psychosis Race Run. Chunky and technical trail with high rock and root content. Trail is generally following the ridge down towards 3k. One section with major braiding, alternate lines, and erosion on a fall line pitch of ~70%
7-up B12 connector	<Null>	<Null>	<Null>	<Null>							Smooth, XC type connector from 7-Up to B12
B12	Berm	Rough	Natural Soil	Firm	3			1	8	1	Segment 1 of B12, the steep and rutted section. This section is Steep and Eroding. Large ruts in all steep sustained sections up to 40cm deep. Erosion has exposed roots and rocks and the trail is generally directly fall line, or a steep traverse along the edge of the cliff. Segment 2 of B12. This section of B12 is vastly different that the first section. The primary flavour of this segment is rooty and low grade XC type traversing with 2 steep and eroded pitches. Generally far different than the fall line, steep nature of the first segment. Segment 2 avg grade 18% and could arguably be rated blue.
B52	Berm	Smooth	Natural Soil	Firm							Blue flow trail with occasional technical protrusions or features. No real jumps, but some side hits and double rollers that can be gapped. Smooth surface and good flow.
Black Trail	Berm	Rough	Natural Soil	Loose	1				2		Old School trail with lots of broken TTF's. Fall line and steep for many sections, some erosion and braiding.
Bris	Berm	Rough	Natural Soil	Firm	1				1		Trail starts out from junction with 10k/Erich traversing and some fall line at 30-40%, then goes into 150m section of 70-80%, then resumes ~40% fall line back to the road. The middle portion of Bris is suffering from severe creep and erosion that is exposing roots. The middle section is also much more challenging due to how steep it is, than the start or the end of the trail.
Dairyland	Berm	Smooth	Natural Soil	Moderate							Steep, technical, and rocky at the start near 3K, once into cutblock it is mellow with jumps. Over grown shrubs past Oat Yea.
Dead Dog	Off-camber	Rough	Natural Soil	Loose	1				3		Start of the Psychosis Race Run. Extremely steep fall line trail - shale at the top and eroded forest floor in the trees. Erosion has caused complete elimination of soil, down to bedrock, in some spots. Trail is creeping around eroded and unrideable sections.
Erich	Berm	Rooty	Natural Soil	Loose	1						Erich is a mix of traversing and steep fall line sections and is a sustained rooty trail with frequent off-camber rooty sections. Challenging trail to ride in the wet.
GNR	Berm	Rooty	Natural Soil	Loose	1		1				Very rooty trail, some off camber sections. Some technical trail features (Drops) with ridearounds. A mix of fresh loamy sections and skidded out fall line.
Happy Hour	Berm	Rough	Natural Soil	Loose							New construction, built to accomodate large features such as a road gap and a 10m large gap jump. This is a difficult but relatively flowy trail
Hybrid Moments	Berm	Rooty	Natural Soil	Loose	1						New, freshly constructed fall line loam trail. Intersects the Jeep Road twice. Many exposed small roots and off camber sections
Moonshine	Flat (climbing tur	Rough	Natural Soil	Moderate			1				Part of the Psychosis Race Run. Trail starts out with a steep pitch exiting off summit, then becomes a rooty and chunky descent meandering through the forest. A key part of this trail is the steep (~30%) uphill after reaching the lowest point, often called the "hike a bike".
Mystic	Berm	Rough	Natural Soil	Loose	4						Primarily fall line in steeper areas, some traversing along the ridges before and after the cutblock. Erosion is happening in the lower portions of the trail above the jeep road, lots of loam and organics remaining above the cutblock.
Oat yea	Berm	Rough	Natural Soil	Moderate							Built to hit all features in succession, berms and features are well built, hand dig loamer between features
Red Snapper	Berm	Rough	Natural Soil	Moderate							Red Snapper is an alternate line to access the Lower part of 10K from Schacher. It is a fall line rake and ride loamy trail that features roots and some minor weaving through the trees.
Red wine	Berm	Rough	Natural Soil	Loose	1		2				Steep From Launch site to the treeline, less steep in the trees but mostly fall line with roots and erosion - loose soil.
Road B12 connector	<Null>	<Null>	<Null>	<Null>							A direct connection trail between Bowle Evans FSR and B12. Simple trail with low grades, no corners, and no features.
Rollercoaster Alt	Berm	Smooth	Natural Soil	Firm							Very similar to snake hill, smooth and flowy with jumps meandering down a gully

Trail Name	Stated or Perceived Difficulty	RSTBC Difficulty Rating	IMBA Difficulty Rating	Whistler Trail Rating	Length (m)	Grade (Max)	Grade (Average)	Tread Width (Typical)	Use Type	Level of Development	Activity Types	Trail Type	Mode of Travel	Protrusion Frequency
Saints	Blue	Type 4	Black	Blue	719	25	18	Wide Singletrack (<1.5m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	Occasional
Schacher	Blue	Type 3	Blue	Blue	14890	15	8	Wide Singletrack (<1.5m)	Multi-Use	Developed	Mountain Biking, Trail Running	Summer Use	Non-Motorized	Occasional
Skidmarks	Double Black	Type 4	Double Black	Double Black	1478	60	50	Narrow Singletrack (<0.9m)	Single-Use	Minimally	Mountain Biking	Summer Use	Non-Motorized	Frequent
Snake Hill / Tailgate	Blue	Type 4	Black	Blue	649	22	15	Wide Singletrack (<1.5m)	Single-Use	Developed	Mountain Biking	Summer Use	Non-Motorized	None
Snoop Dog	Double Black	Type 4	Double Black	Double Black	596	60	50	Narrow Singletrack (<0.9m)	Single-Use	Minimally	Mountain Biking	Summer Use	Non-Motorized	Occasional
Summit	Blue	Type 4	Black	Blue	4487	25	15	Narrow Singletrack (<0.9m)	Multi-Use	Moderately	Mountain Biking, Trail Running	Summer Use	Non-Motorized	Occasional
Tailgate Alt	Blue	Type 4	Black	Blue	177	25	18	Narrow Singletrack (<0.9m)	Multi-Use	Moderately	Mountain Biking, Trail Running	Summer Use	Non-Motorized	None
The Wire	Black	Type 4	Double Black	Double Black	389	50	35	Narrow Singletrack (<0.9m)	Single-Use	Minimally	Mountain Biking	Summer Use	Non-Motorized	Occasional
The Wire Alternate	Black	Type 4	Double Black	Black	94	35	35	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	Occasional
Doc's Trail	Black	Type 4	Double Black	Double Black	540	60	40	Narrow Singletrack (<0.9m)	Single-Use	Minimally	Mountain Biking	Summer Use	Non-Motorized	Occasional
Riley's	Black	Type 4	Double Black	Double Black	368	60	40	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	Occasional
6.5k	Black	Type 4	Double Black	Double Black	422	50	40	Narrow Singletrack (<0.9m)	Single-Use	Minimally	Mountain Biking	Summer Use	Non-Motorized	Occasional
6K	Black	Type 4	Double Black	Blue	461	45	35	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	Occasional
Pointless	Black	Type 4	Double Black	Double Black	466	50	35	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	Occasional
B13	Blue	Type 4	Double Black	Black	512	40	20	Narrow Singletrack (<0.9m)	Single-Use	Moderately	Mountain Biking	Summer Use	Non-Motorized	None
B12 Ride-Around	Black	Type 4	Double Black	Double Black	70	55	45	Narrow Singletrack (<0.9m)	Single-Use			Summer Use	Non-Motorized	Occasional
Raggedy Edge	Black	Type 4	Double Black	Black	549	40	25	Narrow Singletrack (<0.9m)				Summer Use	Non-Motorized	Occasional
Snoop Dog 2.0	Blue	Type 4	Double Black	Black	596	40	25	Narrow Singletrack (<0.9m)				Summer Use	Non-Motorized	Occasional
Woodlot Ride	Green	Type 3	Blue	Green	2230	15	8	Narrow Double Track (<2.5m)				Summer Use	Non-Motorized	None

Trail Name	Turn Style (Typical)	Surface Characteristics	Surface Type	Surface Firmness	Trail Grade Exceptions	Tread Width Exception	Protrusion Height Exceptions	Turn Style Exception	Trail Tread Issues	Turn Radius Exception	Notes
Saints	Flat (climbing tur	Smooth	Natural Soil	Moderate							Primarily an easy and flowy connector with some roots between Schacher and B12
Schacher	Berm	Smooth	Natural Soil	Firm	8		2				Schacher is the main climb trail of the network. The trail starts at ~2km up the road and continues to the summit of the network. Schacher is bi-directional with a smooth machine built surface and bermed corners. Due to the terrain grades and logistical restrictions with trail placement, schacher features a very high number of switchbacks.
Skidmarks	Berm	Rough	Natural Soil	Moderate	4	1	1				Part of the Psychosis Race Run. Much more challenging than moonshine which precedes skidmarks. The trail begins with singletrack along a ridge and then becomes a series of 70+% fall line chutes that are eroded and suffer trail creep. Steep pitches typically have some sort of catch berm at the bottom.
Snake Hill / Tailgate	Berm	Smooth	Natural Soil	Firm							The final part of the Psychosis Race Run. Smooth and high speed trail that follows the bottom of a gully with berms and jumps up the walls on either side of the gully.
Snoop Dog	Berm	Rough	Natural Soil	Loose	1				1		Alternate line to Dead Dog after completing the initial shale pitch. This trail still features many steep pitches, but employs more swithcbacks to reduce the sustained fall line pitches of dead dog. Erosion and rutting is occuring on steep pitches.
Summit	Flat (climbing tur	Smooth	Natural Soil	Firm	1	2	1		1		This segment is from the top of Summit to Schacher. Two alternate routes from launch site to outhose/cabin location - one rough and rooty, one smoother. Rolling grade dips should be retrofitted to allow for drainage on first two sustained pitches before and after the corner
Tailgate Alt	Berm	Smooth	Natural Soil	Firm							Smooth, XC type connector from Tailgate to Rollercoaster
The Wire	Berm	Rough	Natural Soil	Loose	2						Mostly Fall line - loamy and narrow rake and ride type trail. Trail crosses Bowle Evans FSR twice and features steep exits/entrances to the road.
The Wire Alternate	Off-camber	Rough	Natural Soil	Loose							A low side alternate to The Wire for a short section - mostly straight down with a corner connecting back into The Wire
Doc's Trail	Berm	Smooth	Natural Soil	Moderate	3		1				Hard pack with loose dry silt on top - mostly fall line with some erosion
Riley's	Berm	Rooty	Natural Soil	Loose	1						Loose soil surface on primarily fall line trail. Several sections of straight chutes with some erosion/rutting.
6.5k	Berm	Rooty	Natural Soil	Moderate	1						Trail starts on the road and follows a rooty fall line alignment down towards schacher, then traverses.
6K	Berm	Rooty	Natural Soil	Moderate	1						Relatively old and seemingly unridden trail. Large amounts of fall line with minor amount of pedalling/traversing in the middle section. Currently overgrown and covered in deadfall.
Pointless	Berm	Rough	Natural Soil	Loose							Very fresh trail, loose and loamy. Serves as another connection from Schacher to Saints.
B13	Berm	Rough	Natural Soil	Moderate							Connector trail from Schacher to Saints. Narrow and mostly benchcut traverse
B12 Ride-Around	Off-camber	Rough	Natural Soil	Moderate							Connector from B12 to Unknown 6. Slight traverse to fall line chute connecting into unknown 6.
Raggedy Edge	Berm	Smooth	Natural Soil	Moderate						2	Alternate line to the steepest section of 5k. This line sustains a far lower grade and could be considered an easier ride around to the steep section. A mix of flow and tech with lots of features.
Snoop Dog 2.0	Berm	Rough	Natural Soil	Loose							This trail is freshly built - below Summit across from the exit of Snoop Dog. It is a meandering rake and ride trail that is fresh, loose, and loamy.
Woodlot Ride	Flat (climbing tur	Smooth	Natural Soil	Firm							Double Track road up until the powerline, then narrow double track ATV/moto trail style trail. Smooth surface with no features or any major corners.

APPENDIX H

Maps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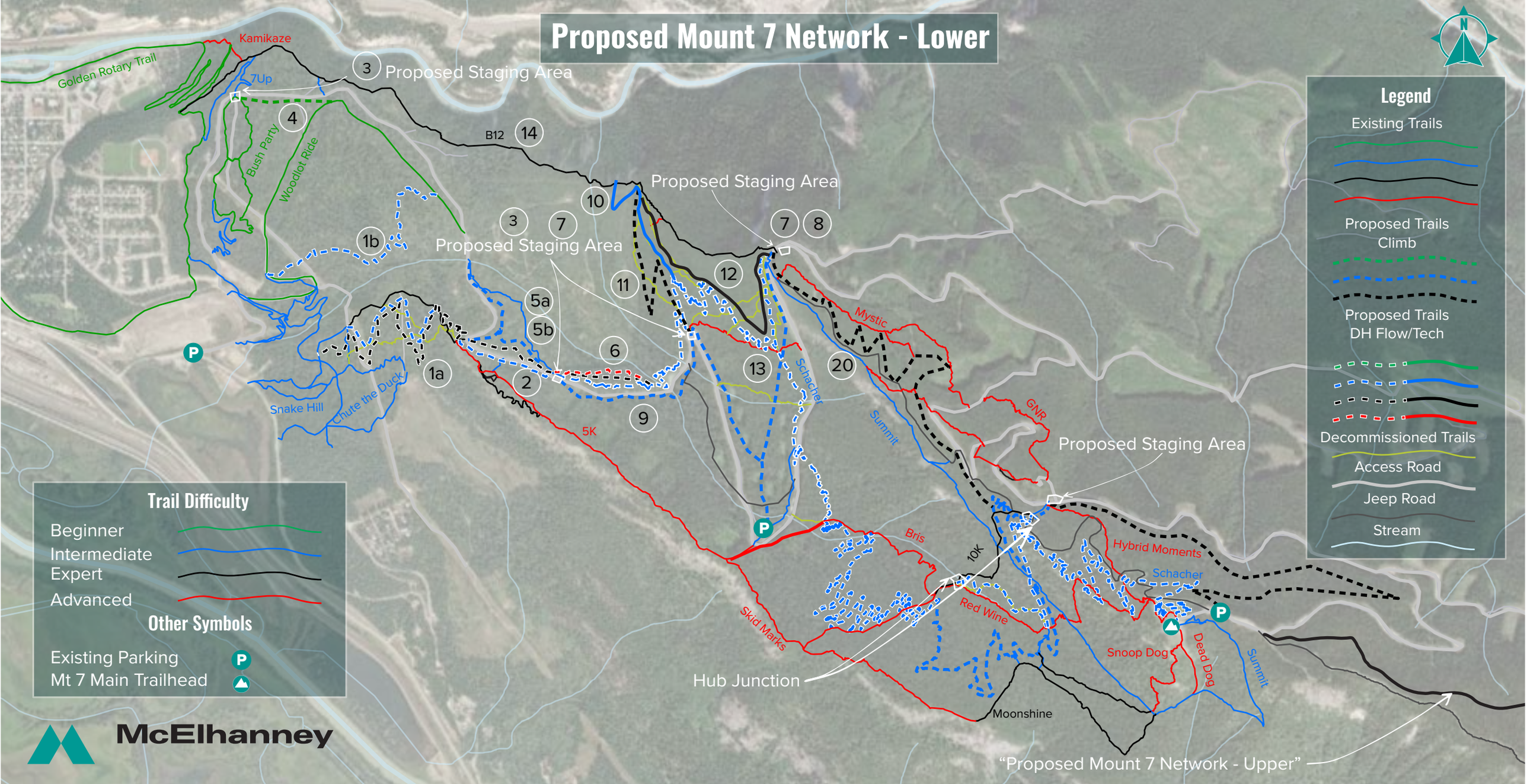
Intermediate
Expert
Advanced
Other
Stream
Access Road
Jeep Road
MT 7 Main Trailhead
Parking
Golden Rotary Trail
Kamikaze
7Up
Bush Party
Woodlot Ride
B12
3K/True Value
Dairyland
Oat Yeah
Snake Hill
Chute the Duck
Saints
Schacher
5K
Mystic
Schacher
Summit
GNR
Hybrid Moments
Schacher
Bris
10K
Red Snapper
Red Wine
Skid Marks
Schacher
Snoop Dog
Dead Dog
Summit
Summit
Moonshine
McElhanney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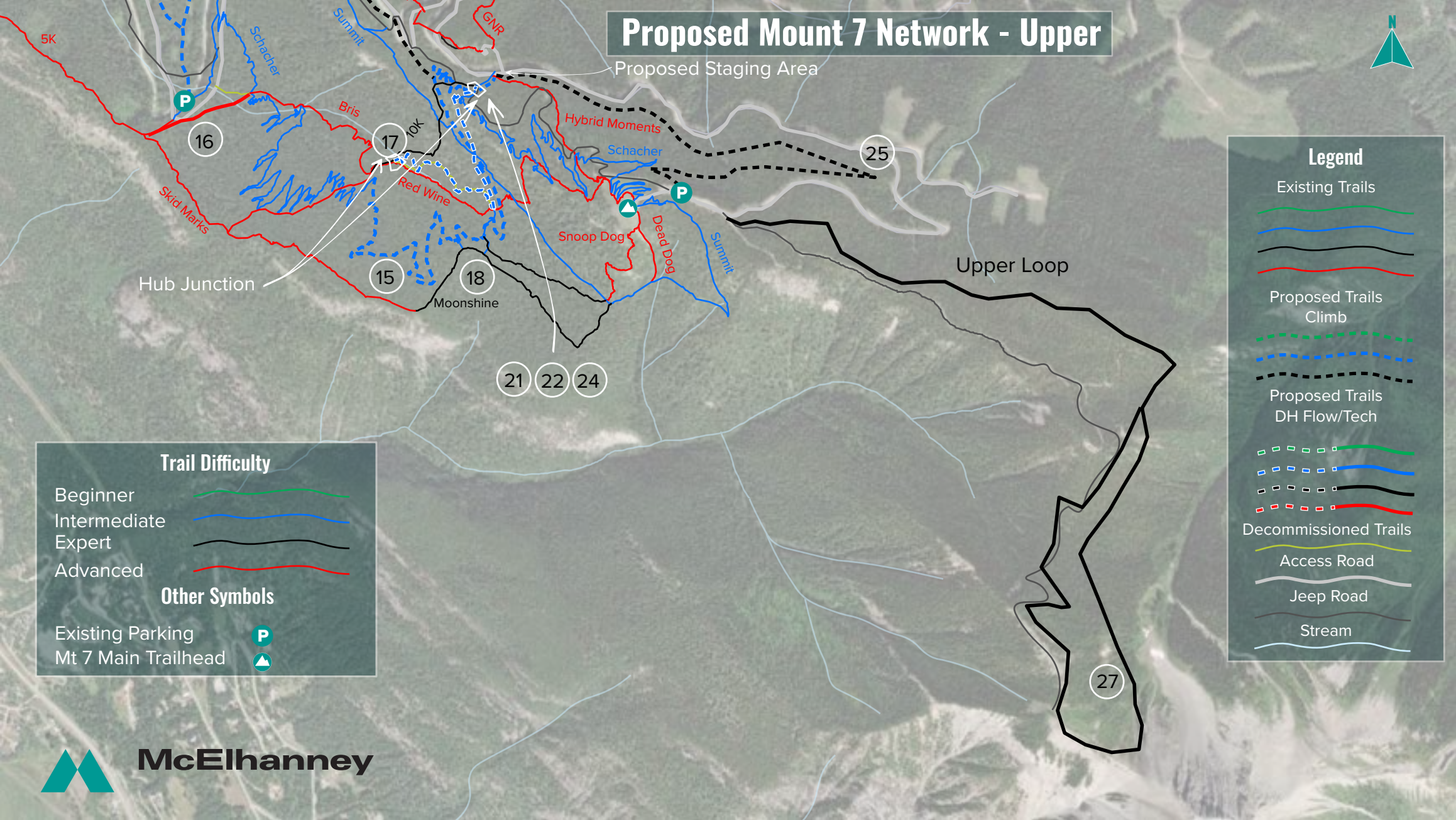
Kamikaze
Golden Rotary Trail
7Up
Bush Party
Woodlot Ride
Proposed Staging Area
B12
Proposed Staging Area
Proposed Staging Area
Proposed Staging Area
Snake Hill
Chute the Duck
5K
Schacher
Summit
Mystic
GNR
Bris
10K
Skid Marks
Red Wine
Hybrid Moments
Schacher
Snoop Dog
Dead Dog
Summit
Moonshine
Hub Junction
"Proposed Mount 7 Network - Upper"
Legend
Existing Trails
Proposed Trails Climb
Proposed Trails DH Flow/Tech
Decommissioned Trails
Access Road
Jeep Road
Stream
Trail Difficulty
Beginner
Intermediate
Expert
Advanced
Other Symbols
Existing Parking
Mt 7 Main Trailhead
McElhanney


Proposed Mount 7 Network - Upper
Proposed Staging Area
5K
Schacher
Summit
GNR
Bris
16
17
10K
Hybrid Moments
Schacher
25
Red Wine
Skid Marks
Snoop Dog
Dead Dog
Summit
Upper Loop
Hub Junction
15
18
Moonshine
21
22
24
27
N
Legend
Existing Trails
Proposed Trails Climb
Proposed Trails DH Flow/Tech
Decommissioned Trails
Access Road
Jeep Road
Stream
Trail Difficulty
Beginner
Intermediate
Expert
Advanced
Other Symbols
Existing Parking
Mt 7 Main Trailhead
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