



Cypress Mountain Resort
Ski Resort Development Plan
September 2026



Territorial Acknowledgement

Cypress Mountain acknowledges with gratitude that we live, work, and connect on the unceded territories of the Skwxwú7mesh Úxwumixw (Squamish Nation), səliłwətał (Tseil-Waututh Nation) and xʷməθkʷəy̓əm (Musqueam), and we thank them for their stewardship of these lands since time immemorial.

Planning for:

Matt Davies, President and General Manager
Jeremy Wentzel, Vice President, Mountain Operations



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September 14, 2026

Matt Davies, President and General Manager
Cypress Mountain Resort
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Re: 2026 Cypress Mountain Resort Ski Resort Development Plan

Dear Matt,

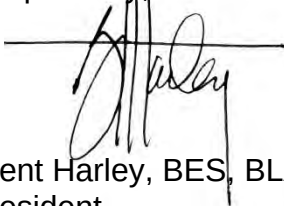
It is my pleasure to present the 2026 Ski Resort Development Plan for Cypress Mountain Resort. This Plan sets out a considered, long-term course of action for the continuing evolution of Metro Vancouver's most popular ski area into a true four-season resort, one that broadens the range of winter, summer, and shoulder-season experiences on offer while respecting the recreational and environmental values of Cypress Park.

Initiated in 2019, the thorough and collaborative planning process began with a detailed inventory of the Resort's existing conditions, resort use data, environmental information, a summary of market trends and expectations. BHA worked with your team to establish a clear vision for Cypress' future. That vision was tested and refined through site capability analyses, and through engagement with BC Parks and the Squamish, Musqueam, and Tsleil-Waututh Nations.

What emerged is a Plan to upgrade and diversify the facilities contained within Cypress Mountain's existing Controlled Recreation Area (CRA). It optimizes the existing ski area, most notably by creating much-needed beginner terrain, improving the balance of lifts and trails, and extending snowmaking to secure a reliable ski season. It strengthens the Resort's standing as the home for Nordic skiing in Metro Vancouver, and it thoughtfully introduces a diverse and exciting summer offering that ranges from lift-accessed mountain biking, hiking, sightseeing, and family-oriented adventure activities.

It has been a privilege to work alongside you and your team on a plan for such a valued part of the BC ski industry and the North Shore. Thank you.

Respectfully,



Brent Harley, BES, BLA, MBA, MBCSLA
President
Brent Harley and Associates Inc.



Cypress Mountain Resort
Ski Resort Development Plan
EXECUTIVE SUMMARY

September 2026



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1. Introduction

1.1. Project Overview

The 2026 Ski Resort Development Plan (SRDP) for Cypress Mountain Resort (CMR) describes the continuing evolution of one of Metro Vancouver's most popular ski areas into a true four-season resort. It sets out a mix of winter, summer, and shoulder-season activities designed to appeal to guests of all ages and abilities, while respecting the recreational and environmental values of Cypress Park.

The SRDP was prepared by Brent Harley and Associates Inc. (BHA) with input from Cypress Mountain Resort, BC Parks, and the Squamish, Musqueam, and Tsleil-Waututh Nations. It presents the Vision that guided the planning process, the technical analyses of the land, and the proposed improvements to the mountain and base areas across both the Alpine and Nordic areas. Its purpose is to provide a conceptual roadmap for CMR's preferred development over the term of a new, sixty-year Park Use Permit, strengthening the Resort's standing as the premier all-season recreation destination in British Columbia's South Coast region.

1.2. The Planning Process

In January 2019, BHA was engaged by Cypress Mountain Resort to create a new SRDP responding to changes in the resort industry, shifts in the recreationalist marketplace, and the opportunities identified by the CMR management team. Cypress Mountain Resort is owned and operated by Boyne Resorts, which has run the ski area since 2006 and finalized its purchase in 2018.

BHA began by inventorying the Resort's existing conditions, drawing on high-resolution LiDAR data, records of resort utilization, provincial environmental data, and broad industry trends, alongside the particular expectations of the local recreation market. Past planning work, including the approved 1996 Master Plan and 2004 Master Plan Amendment, was reviewed and distilled into an opportunities and constraints plan that captured the realities facing the Resort.

BHA then guided the CMR team through a visioning session to establish a clear direction for the Resort, and used the resulting vision, together with the opportunities and constraints plan, to develop a series of preliminary concepts. These were reviewed with the CMR team, refined, and presented to BC Parks and the Squamish, Tsleil-Waututh, and Musqueam Nations. Their feedback was synthesized and carried into a detailed, iterative planning exercise that produced a single preferred concept and ultimately in the Ski Resort Development Plan. The SRDP supports the realization of the Vision, Goals, and Objectives for CMR and forms the foundation of the developments and improvements described within this Plan.

1.3. The Vision

The visioning process confirmed CMR's reputation as a premier winter destination and its unique position within both the ski industry and the BC Parks system. Building on these strengths, the Vision for Cypress Mountain Resort is:

To become Vancouver's favourite four-season resort for recreational activities.

To support this Vision, CMR's Mission is to maintain its reputation *as a premier winter destination while establishing sustainable all-season recreation opportunities for residents and visitors to the South Coast region*. CMR recognizes that realizing this Vision depends on remaining aligned with the goals of Cypress Park, and will continue to work with BC Parks, First Nations, stakeholders, and the public. The following goals and objectives guided the creation of the SRDP:

- Address the challenges and opportunities identified through the analysis of existing conditions.
- Capitalize on the site's physical potential to provide a range of recreation experiences through all four seasons.
- Preserve the environmental and recreational values of Cypress Park.
- Provide a high-quality recreation experience at Cypress Mountain Resort and establish the basis for a new sixty-year Park Use Permit.

2. The Existing Resort

2.1. Location

Cypress Mountain Resort is located on the North Shore Mountains in West Vancouver, British Columbia, within Cypress Park — a Class A Provincial Park established in 1975 for conservation and recreation. The Resort is approximately a 30-minute drive from downtown Vancouver and within an hour's drive of every municipality in the Metro Vancouver region, with guests accessing the site from Cypress Bowl Road off the Trans-Canada Highway.

CMR has a distinctive layout: its Alpine Area and Nordic Area sit roughly 2.5 km apart. Although close, this separation effectively prevents guests from moving between them on foot, so each area functions as a distinct, self-contained experience that must provide the full range of facilities its guests require. The analysis that follows examines the two areas individually.

2.2. Existing Mountain Facilities

BHA assessed the existing winter facilities using the definitions for Comfortable Carrying Capacity (CCC) and Balanced Resort Capacity (BRC) as set out in the BC All Season Resort Guidelines. The CCC is the optimum number of skiers who can use the mountain at one time while enjoying a high-quality experience and without degrading the physical or social environment. The BRC adds the capacity of complementary activities and passive guests to establish the total number of visitors the Resort can accommodate throughout the day. Together they form the basis for sizing base area facilities, parking, and services.

2.2.1. Alpine Area

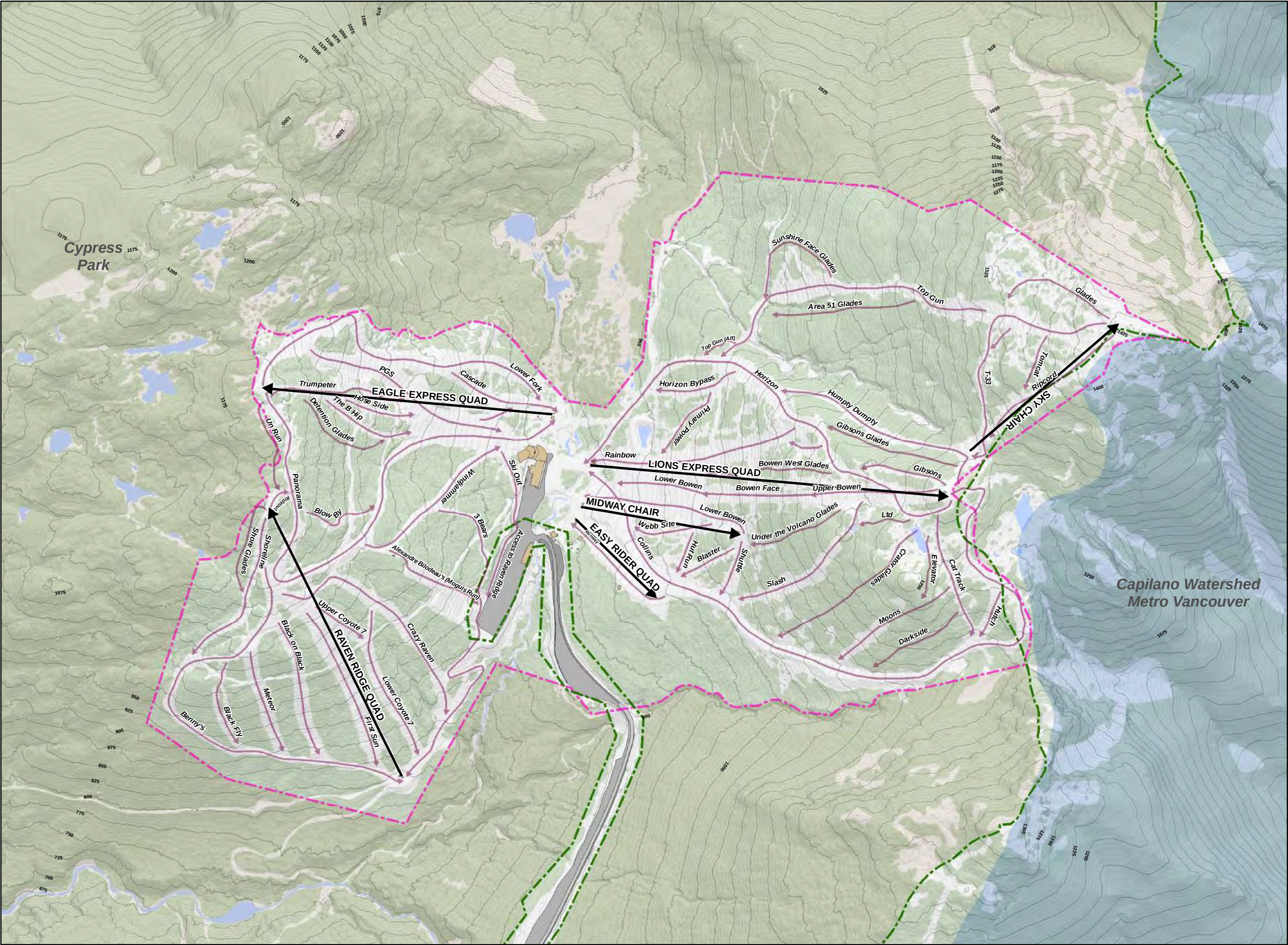
The Alpine Area is served by seven uphill conveyances: two detachable quads, three fixed-grip quads, a fixed-grip double, and a carpet. These lifts service 61 ski trails and gladed areas, plus terrain parks and beginner areas, spread across approximately 293 hectares.

An assessment of the terrain against the provincial skier-market benchmark found that CMR is generally well balanced through the low-intermediate, intermediate, advanced, and expert classes, but is short of dedicated beginner terrain for those just learning to ski. Balancing the uphill capacity of the lifts against the downhill capacity of the trails, the Alpine Area has an existing CCC of 4,713 skiers per day.

2.2.2. Nordic Area

Cypress Mountain Resort operates the largest Nordic trail network in Metro Vancouver and the Fraser Valley, regularly welcoming more than 1,000 guests on peak winter weekends. The network includes roughly 22 km of trails, 7.5 km of which are lit for night skiing, and connects guests to Hollyburn Lodge, the Nordic Café, a warming hut, and viewpoints over the region. Applying industry-standard linear densities, the existing Nordic Area has a CCC of 884 skiers per day. Relative to the marketplace, the network carries an abundance of advanced terrain and a shortfall of beginner and intermediate trails.

The Nordic Area is also home to CMR's complementary winter activities. This includes 12 km of self-guided snowshoe trails that attract about 200 guests on an average day, Gnarly's Tube Park, with six lanes and a dedicated surface lift, drawing about 250 guests, and a dedicated snowplay area which accounts for a further 50 guests. Together with passive guests, these activities bring the existing combined Balanced Resort Capacity of the Alpine and Nordic areas to 6,942 guests per day.



Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- Existing Ski Runs
- Cypress Park
- Controlled Recreation
- Metro Vancouver Watershed
- Existing Buildings
- Existing Hydrology
- Existing Roads and Parking
 - Paved Parking
 - Paved Road
 - Paved Shoulder

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0 50 100 200 Meters

Existing Conditions
Alpine Area
Winter

Figure E-1

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Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- Controlled Recreation Area
- Existing Buildings
- Existing Hydrology

Existing Roads and Parking

- Paved Parking
- Paved Road
- Paved Shoulder

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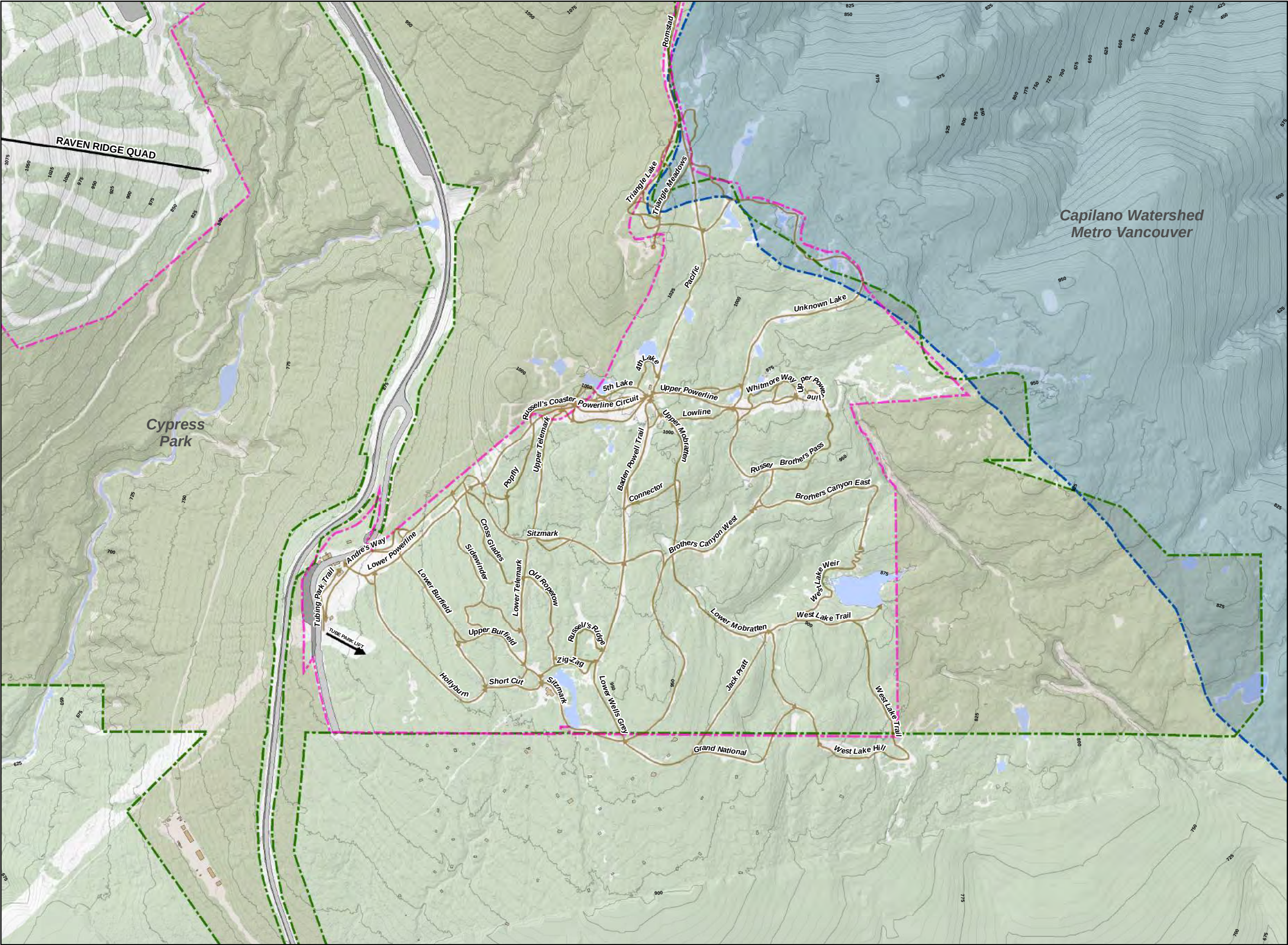
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Existing Conditions
Alpine Area
Winter 3D

Figure E-2

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Cypress Mountain
Master Plan
2026

Legend

- Existing Nordic Ski Trails
- Existing Lifts
- Cypress Park
- Controlled Recreation Area
- Metro Vancouver Watershed
- Existing Buildings
- Existing Hydrology

Existing Roads and Parking

- Paved Parking
- Paved Road
- Paved Shoulder

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Existing Conditions
Nordic Area
Winter

Figure E-3

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2.3 Existing Base Area Facilities

2.3.1 Alpine Area

The Alpine base area is anchored by the world-class Cypress Creek Lodge, complemented by the Black Mountain Lodge, which hosts community groups and serves guests heading into the backcountry. The existing Alpine facilities offer approximately 73,268 ft² of skier-related built space. Measured against the Resort's Balanced Resort Capacity and current industry standards, the Alpine base is underserved in restaurant and kitchen space, washrooms, retail, and public lockers, while ski patrol and administrative space are well provided.

2.3.2 Nordic Area

The Nordic base area is centred on the historic Hollyburn Lodge and the Nordic Café. Developed incrementally over time, it totals approximately 10,971 ft² of skier-related built space and is significantly undersized for the number of guests arriving to ski, tube, and play in the snow. As in the Alpine Area, restaurant, kitchen, washroom, retail, and locker space fall below industry benchmarks to meet guest expectations.

2.3.3 Parking

Parking has long been one of the Resort's central operational challenges, with the Alpine lots often at or above capacity on busy weekends and over the holidays. The site currently offers 2,540 stalls and space for four buses, accommodating approximately 6,042 guests at one time across both areas. A portion of the BC Parks lots is also shared with Park users. CMR has introduced a parking shuttle, a carpool incentive program, and a charter coach service to Metro Vancouver to help manage demand, and the SRDP builds on these efforts.

3. Site Analysis

Using a digital terrain model built from 20-metre topographic mapping and detailed LiDAR data, BHA analyzed a broader study area of roughly 1,400 hectares in terms of slope, elevation, and aspect to understand its winter and summer development potential. The analysis confirmed CMR's standout physical asset: a skiable vertical of approximately 610 metres set within a downhill area framed by Mount Strachan, Black Mountain, and Hollyburn Mountain.

The aspect analysis showed the alpine terrain split between the sun-exposed, south-facing slopes of Mount Strachan, where tree retention, glading, and careful grading are needed to manage snow retention, and the shaded, north-facing slopes of Black Mountain, which hold snow well. In the base areas, the analysis identified room to improve and expand facilities, notably at the proposed East Base below Mount Strachan in the Alpine Area, and across the flat bench above Cypress Bowl Road in the Nordic Area, whose west and southwest orientation lends itself to food-and-beverage development. These findings directed the concepts carried forward into the proposed resort concept.

4. Ski Resort Development Plan

4.1 Introduction

The Cypress Mountain Resort SRDP describes the proposed evolution of the Resort into an all-season recreation destination, with improved winter facilities and a new range of summer and shoulder-season activities. The Plan optimizes existing terrain, improves the guest experience, and preserves flexibility for future growth, without major expansion into undisturbed terrain and without altering the Controlled Recreation Area boundary. It is organized around the two distinct offerings, the Alpine Area and the Nordic Area, and covers both the mountain and base area facilities. It incorporates undeveloped projects, previously approved under the 1996 and 2004 Master Plans, with newly proposed improvements and upgrades.

4.2 Mountain Facilities

4.2.1 Alpine Area – Approved and Proposed

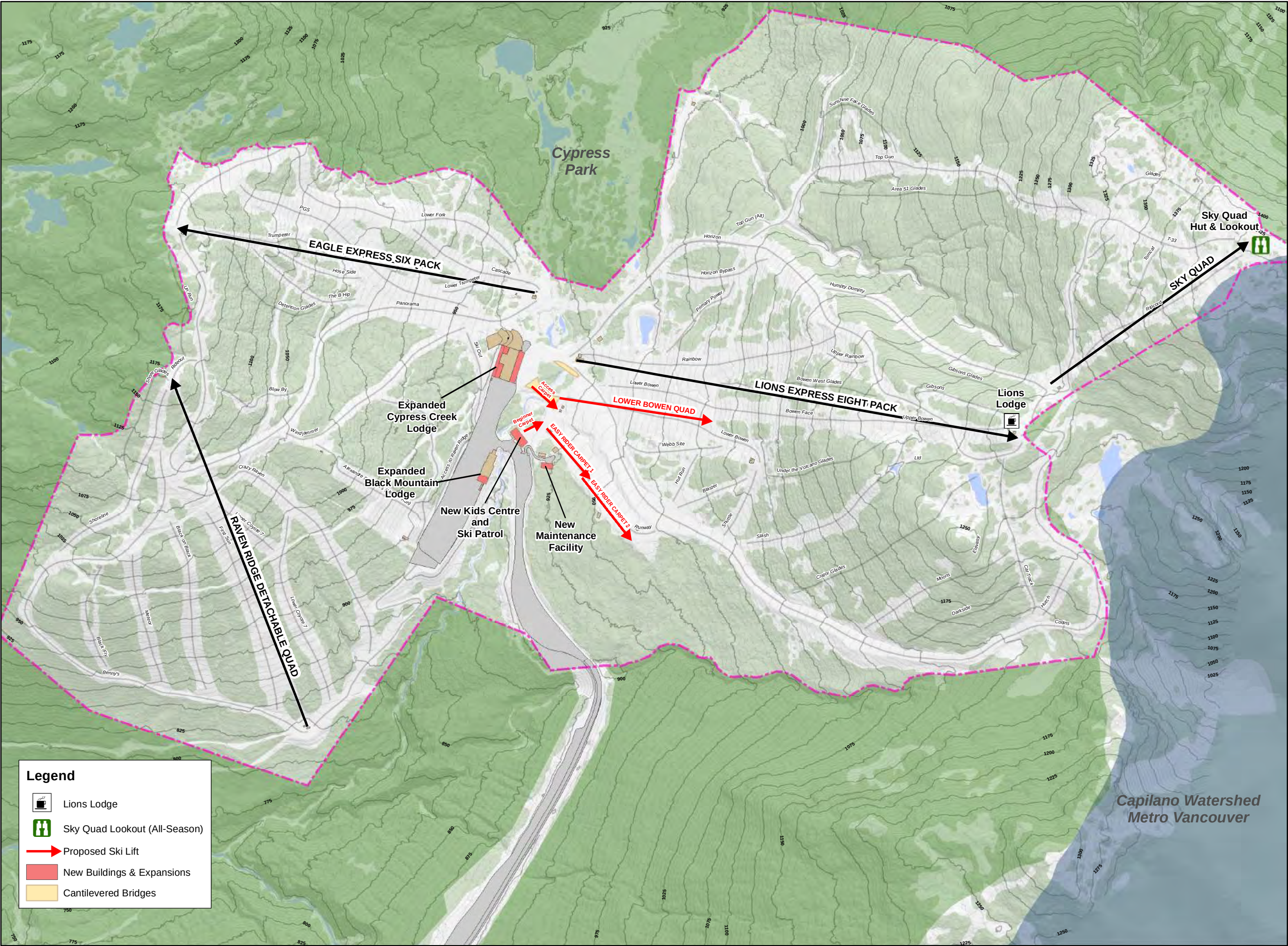
4.2.1.1 Lifts and Trails

The proposed Alpine concept focuses on optimizing existing terrain and improving the ski experience, as compared to expanding it. The centrepiece is a new Beginner Area covering the existing Easy Rider area, where the chairlift will be replaced with a series of surface carpets that isolate the gentler grades best suited to new skiers. This directly addresses the Resort's shortfall of beginner terrain. The Easy Rider Quad will be relocated to replace the aging Midway double chair as the new Lower Bowen Quad, offering quicker, more comfortable uphill travel to similar terrain. Complementing this, the Lions Express, Eagle Express, and the Raven Ridge will be upgraded with increased capacity. Together these lift improvements will modernize the lift network, increase beginner ski terrain, and improve circulation and the lift experience across the mountain.

Carried forward from the earlier approved plans are the Lion's Lodge, a modest café and viewpoint near the top of the Lions Express, and a new Sky Quad Hut and viewing platform serving skiers in winter and sightseers in summer. Snowmaking will be extended to cover the Beginner Area, the Rainbow and Lower Bowen trails, Lower Fork, Cascade, and the Raven Ridge pod, helping ensure a reliable ski season from early December to early April. Together, these changes modestly increase the Alpine Comfortable Carrying Capacity (CCC) from 4,713 to 4,866 skiers per day, while bringing the terrain offering into closer alignment with the skier marketplace.

4.2.1.2 Summer Activities

The Alpine Area anchors CMR's expanded summer offering. A lift-accessed mountain bike park, designed and built by Gravity Logic within previously approved areas on Black Mountain, is expected to open in summer 2027 with both flow and technical trails. It will be complemented by a beginner-focused mountain bike learning area and family zone near the base, a summer events area on existing ski terrain served by the relocated Lower Bowen chair, an expanded hiking and sightseeing network on Mt. Strachan integrated with viewing platforms and interpretive programming, and a suite of family-oriented adventure activities such as ziplines, an aerial adventure park, a via ferrata, and disc golf. Winter will remain the dominant season, so these activities do not change the Resort's CCC or Balanced Resort Capacity (BRC).



Legend

- Lions Lodge
- Sky Quad Lookout (All-Season)
- Proposed Ski Lift
- New Buildings & Expansions
- Cantilevered Bridges



Cypress Mountain
Master Plan
2026

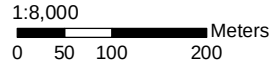
Legend

- Existing Ski Lift
- Existing Ski Runs
- Existing Buildings
- Road and Parking
- Controlled Recreation
- Cypress Park
- Metro Vancouver Watershed

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Cypress Proposed
Alpine Area
Winter

Figure E-4

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Cypress Mountain
Master Plan
2026

- Legend**
- Existing Ski Lift
 - Proposed Ski Lift
 - New Buildings and Expansions
 - Cantilevered Bridges
 - Existing Buildings
 - Road and Parking
 - Controlled Recreation Area

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4.2.2 Nordic Area – Approved and Proposed

4.2.2.1 Trails

The Nordic concept builds on the Resort's position as Metro Vancouver's largest Nordic network while respecting the environmental values that draw guests to it. Nine intermediate and beginner trails drafted and approved under the 1996 Master Plan will be developed, adding roughly 2.9 km of trail, of which approximately 1,150 m are beginner and 1,750 m are intermediate, and creating new links and loops. This improves alignment with the marketplace, particularly the strong beginner segment, and raises the Nordic CCC from 884 to 1,010 skiers per day.

4.2.2.2 Supporting Activities

Supporting the trail network, the tube park will be redesigned, expanded, and relocated closer to the Nordic base area beneath an existing transmission-line right-of-way, growing to eight groomed lanes with an upgraded lift and a capacity of 800 tubers per day. Additional all-season warming huts will be dispersed at key trail intersections and viewpoints, and trail lighting will be extended to enable night skiing across the full Nordic and snowshoe network. The snowshoe network itself is expected to grow in popularity, hosting around 400 guests per day, with snowplay continuing to draw about 50.

4.2.3 Proposed Comfortable Carrying Capacity and Balanced Resort Capacity

At buildout, the Alpine Area will have a CCC of 4,866 skiers, and the Nordic Area will have a CCC of 1,010 skiers per day. Adding the expanded tube park, snowshoeing, and snowplay, together with passive guests, brings the Alpine Balanced Resort Capacity to 5,596 and the Nordic BRC to 2,486. The combined Balanced Resort Capacity of the Resort at buildout is approximately 8,082 guests per day, up from 6,942 today. This figure drives the scale of the proposed base area and parking improvements.

5. Base Area Facilities

5.1.1. Alpine Area – Approved and Proposed

5.1.1.1. Projects

The Alpine base area concept raises the rest of the base to the standard set by Cypress Creek Lodge, focusing on the new East Base area around the existing maintenance shop and first-aid building. Proposed improvements include a new guest drop-off area, a children's centre and ski school building tied directly into the new Beginner Area, an upgraded ski patrol and first-aid facility with direct road access, and an expanded on-site maintenance area so that groomers no longer need to travel to and from the existing maintenance yard some 4 km away.

5.1.1.2. Built Space

The Alpine Area's proposed developments are driven by the East Base expansion. It will provide much needed space for ski school and children's programming, in addition to an expanded ski patrol facility. At buildout, to serve a Balanced Resort Capacity of 5,596 guests, CMR will develop approximately 22,278 ft² of additional built space, bringing the Alpine total to approximately 95,546 ft².

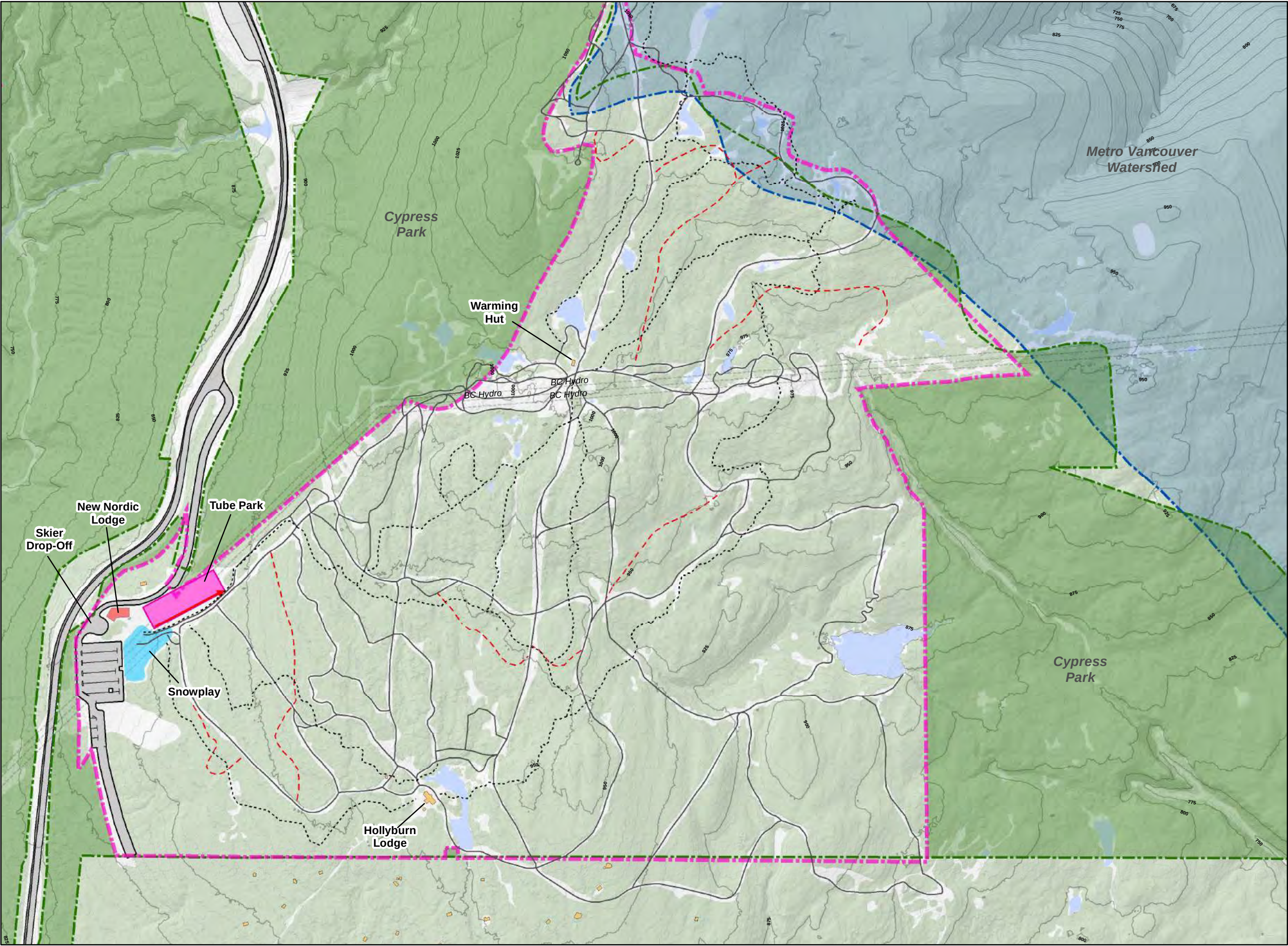
5.1.2. Nordic Area – Approved and Proposed

5.1.2.1. *Projects*

The Nordic base area, developed piecemeal over the years, will be transformed into a more comprehensive and well-integrated staging area. Restaurant, rental, retail, and guest services will be consolidated into a new Lodge set on the edge of the forest, complemented by additional parking, a dedicated passenger drop-off, direct connections to the trails and tube park, and a clear spatial separation of vehicles from the pedestrian core. A new non-potable water source at the First Lake Reservoir, identified in the 1996 Master Plan, will be developed with BC Parks to meet fire-suppression requirements for the new Lodge.

5.1.2.2. *Built Space*

With additional trails, an expanded tube park, and a growing guest base, the Nordic Area requires the most significant proportional growth in built space of the two areas. It requires approximately 19,592 ft² of additional space, chiefly in restaurant, kitchen, ski patrol, and storage facilities, to meet guest expectations. This brings the total built space in the Nordic area to approximately 30,563 ft² at buildout, addressing long-standing deficiencies while keeping pace with the proposed activities.



Cypress Mountain
Master Plan
2026

Legend

- Proposed Snowplay Area
- Proposed Building
- Proposed Parking
- Relocated Tube Park
- Existing Lifts
- Proposed Lifts
- Cypress Park
- Controlled Recreation Area
- Metro Vancouver Watershed

Existing Nordic Trails

- Approved Nordic Trails (Not Built)
- Nordic Ski Trails
- Snowshoe Trails

Existing Roads and Parking

- Paved Parking
- Paved Road
- Paved Shoulder
- Existing Hydrology

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1:7,000
0 50 100 200 Meters



Cypress Resort
Proposed Nordic Area
Winter
Figure E-6

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Cypress Mountain
Master Plan
2026

Legend

- Proposed Snowplay Area
- Proposed Building
- Proposed Parking
- Relocated Tube Park
- Proposed Lifts
- Controlled Recreation Area

Existing Nordic Trails

- Approved Nordic Trails (Not Built)
- Nordic Ski Trails
- Snowshoe Trails

Existing Roads and Parking

- Paved Parking
- Paved Road
- Paved Shoulder
- Existing Hydrology

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6. Development Summary

The table below summarizes the key elements and improvements set out in the Cypress Mountain Resort Ski Resort Development Plan, from existing conditions through the proposed development to the potential total at buildout.

Cypress Mountain Resort SRDP Summary			
	Existing Conditions	Proposed Development	Potential Total at Buildout
Controlled Recreation Area (Hectares)	293	0	293
Ski Lifts & Trails			
Carpet	1	2	3
Double Chairs	1	-1	0
Fixed Quads	3	0	3
Detachable Quads	2	0	2
Total Lifts	7	1	8
Ski Trails	61	5	66
Skiable Terrain (Hectares)	137	2	139
Alpine Comfortable Carrying Capacity - CCC	4,713	153	4,866
Nordic Comfortable Carrying Capacity - CCC	884	127	1,010
Additional Winter Activities			
Snowplay	50	0	50
Tubing	250	550	800
Snowshoers	200	200	400
Total Additional Capacity	500	750	1,250
Additional Passive Guests	845	115	960
Balanced Resort Capacity - BRC	6,942	1,172	8,082
Base Area Development			
Alpine Built Space (ft ²)	73,268	22,278	95,546
Nordic Built Space (ft ²)	10,971	19,592	30,563
Parking Capacity (Guests)	6,042	782	6,824

The pace at which these projects are realized will be shaped by the resort marketplace, visitation trends, economic conditions, and CMR's own priorities. Development is planned to proceed in phases, beginning with the summer activities, the new Beginner Area, and priority lift and snowmaking upgrades, and progressing over time through the Raven Ridge and Lions Express upgrades, the Nordic base area revitalization, and, finally, expansion of the Cypress Creek Lodge and Alpine parking. Approval of this SRDP is the first step in the realization of the Resort Concept. Individual projects will each trigger site-specific environmental assessment and First Nations consultation, led by BC Parks, before proceeding to detailed design.



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1. INTRODUCTION



1.1 PROJECT OVERVIEW

The BHA Ski Resort Development Plan (SRDP) for Cypress Mountain Resort (CMR) represents the continuing evolution of this popular ski area into a true four-season resort, with a range of summer and shoulder season activities that will appeal to guests of all ages and skill levels.

The SRDP details the Vision for CMR that guided the planning process, technical analyses of the land, the proposed ski area improvements, summer activities, and base area concepts for both the Alpine and Nordic areas. The SRDP intends to support the Vision for CMR as *Vancouver's favourite four-season resort for recreational activities* and strengthen its reputation as the premier all-season recreation destination in the South Coast region. The SRDP will guide the development of a four-season resort that caters to the growing population of outdoor recreationalists in Metro Vancouver, while respecting and supporting the environmental and recreational values of Cypress Park.

1.2 THE PROPONENT

Cypress Mountain Resort is owned and operated by Boyne Resorts (Cypress Mountain Recreations Limited Partnership), of Boyne Falls, Michigan. Boyne Resorts has operated CMR since 2001, but finalized the purchase of the resort in May 2018. During its tenure at CMR, Boyne Resorts has undertaken a series of investments and improvements in the on-mountain and base area facilities with the intent of responding to changes in the recreationalist marketplace and enhancing the guest experience while maintaining CMR's park setting.

1.3 THE PLANNING PROCESS

In January 2019, Brent Harley and Associates Inc. (BHA) was engaged by Cypress Mountain Resort (CMR) to create a new Ski Resort Development Plan (SRDP), with the intent to address changes in the resort industry, recreationalist marketplace, and capitalize on opportunities identified by the management team at CMR.

To initiate the planning process, BHA inventoried the resort's existing conditions using high-resolution LiDAR data, records of resort utilization, Provincial data on environmental realities, and broad trends in the mountain resort industry, as well as the unique expectations found within the local recreational marketplace. BHA also reviewed past planning processes, site assessments, and the approved 1996 Master Plan and 2004 Master Plan Amendment. With this information, BHA developed an opportunities and constraints plan that effectively illustrated the realities facing CMR.

To complement the updated understanding of the CMR study area, BHA guided the CMR team through a visioning session with the intent of creating a clear vision for CMR. This vision incorporated CMR's strengths, opportunities, and options to counter perceived weaknesses and future threats.

With the new vision as a guide and informed by the study area's opportunities and

constraints plan, BHA undertook a high-level design and planning process to develop a series of preliminary concepts. These were reviewed with the CMR team and then refined and synthesized into a suite of potential mountain and base area concepts.

The potential concepts, along with the supporting analyses, were then presented to BC Parks and the Squamish, Musqueam, and Tsleil-Waututh Nations. With their feedback on the potential concepts collected and synthesized, and working closely with the CMR team, BHA revisited the potential concepts, undertaking a detailed planning exercise to refine the concepts through an iterative process into a preferred concept. The preferred concept represents the realization of the Vision, Goals, and Objectives for CMR and forms the foundation for the proposed developments and improvements at Cypress Mountain Resort. These plans are illustrated and described in detail in Section 4 of the SRDP.

1.4 RESORT VISION, MISSION, GOALS, AND OBJECTIVES

The Vision for Cypress Mountain Resort is:

To become Vancouver's favourite four-season resort for recreational activities.

In support of this Vision, it is the Mission of CMR to:

Maintain CMR's reputation as a premier winter destination while establishing sustainable all-season recreation opportunities for the residents and visitors to the South Coast region.

The upgrades and improvements described in this SRDP have been developed to fulfill this Vision. The Cypress Mountain Resort Ski Resort Development Plan is designed to:

- Address the challenges and opportunities identified by CMR management and staff through the analysis of existing conditions;
- Capitalize on the site's physical potential to provide a range of recreation experiences through all four seasons;
- Preserve the environmental and recreational values of Cypress Park; and
- Provide a high-quality recreation experience at Cypress Mountain Resort.

1.5 SKI RESORT DEVELOPMENT PLAN - GOALS AND OBJECTIVES

The primary goal of this planning process is to create a new Ski Resort Development Plan for Cypress Mountain Resort that will guide the ongoing development of the Resort. It must reflect the:

- Defined Vision, Goals and Objectives;
- Unique development opportunities at CMR, reinforcing the established resort ambience and experience offered;
- The Resort's unique position within the BC Parks system and the ski industry;
- Changes in the mountain resort marketplace and guest expectations;
- Requirements and expectations of Boyne Resorts; and

- Requirements of BC Parks and the BC Parks Ski Resort Policy.

As such, the intent of this project is to:

Create a new Ski Resort Development Plan consistent with the BC Parks Ski Resort Policy that establishes clear courses of action for improving and upgrading the Resort and approving a new, sixty-year Cypress Mountain Resort Park Use Permit.

To achieve this, the goals and objectives of the planning process and the resulting plan are:

- Refine the long-term and short-term vision, goals, and objectives of Cypress Mountain Resort.
- Evaluate the existing 1996 Master Plan and 2004 Master Plan Amendment.
- Account for resort development at CMR since 2004.
- Account for shifts in CMR's skier marketplace.
- Capture and capitalize on the full recreational potential of the Resort area.
- Account for the physical, environmental, social, cultural, and economic realities that face CMR.
- Engage local Squamish, Musqueam, and Tsleil-Waututh Nations to better understand their goals and objectives for this area, and how CMR's SRDP can align with and contribute to these.
- Incorporate all provided environmental inventories, audits, and analyses.
- Create a series of Preliminary Concepts that explore a range of all-season recreation and base area opportunities, centred on key design objectives.
- Create a Ski Resort Development Plan that will guide the ongoing approvals and development of CMR.
- Create updated all-season resort plans that optimize and distinguish CMR as a special and unique place that complements the area's environmental qualities.
- Develop a Ski Resort Development Plan that will guide the creation of a successful, environmentally sensitive, economically self-sustaining enterprise.

2. EXISTING RESORT CONTEXT



2.1 LOCATION AND ACCESS

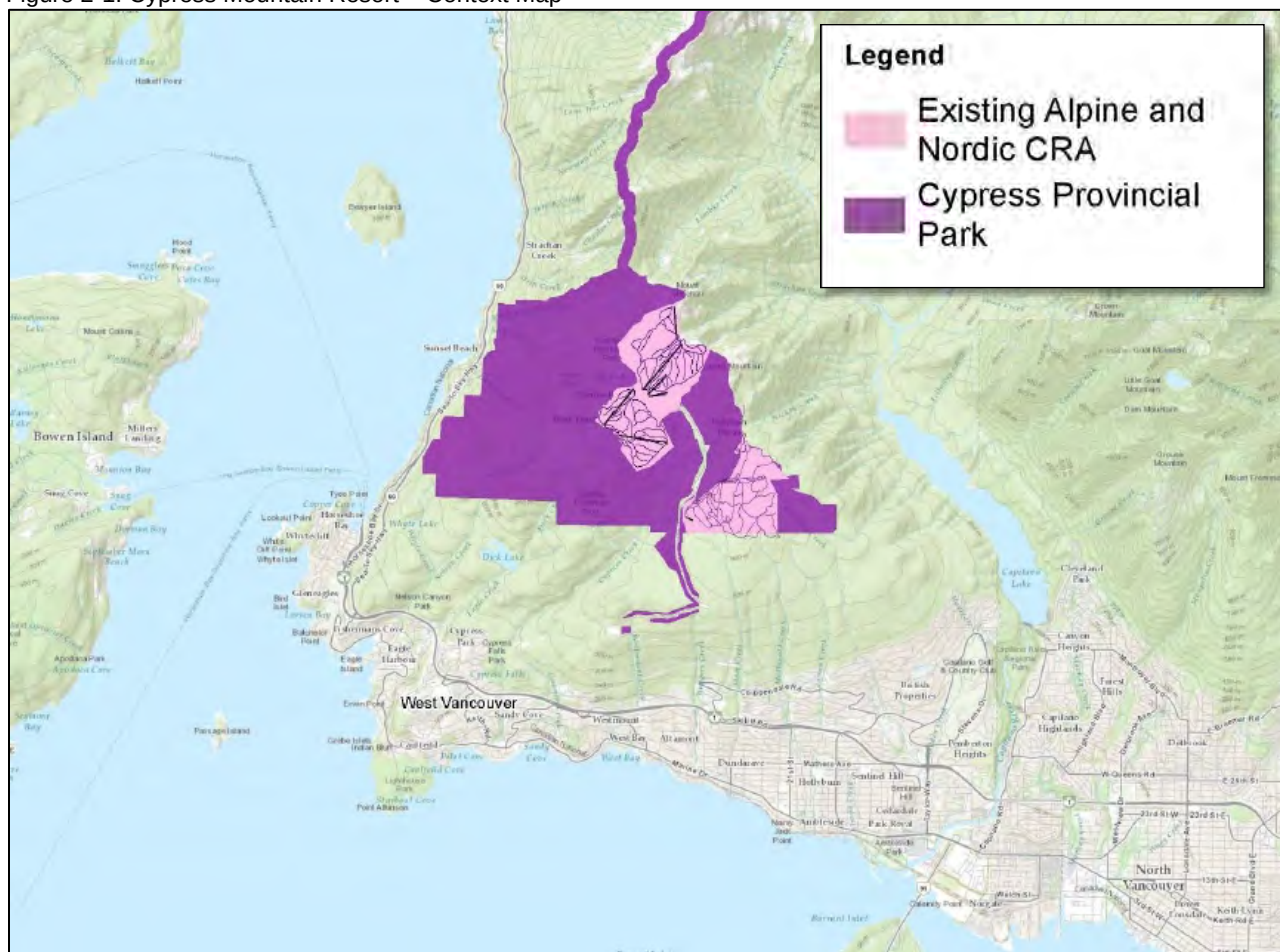
Cypress Mountain Resort is located on the North Shore Mountains in West Vancouver, British Columbia (Figure 2-1). It is approximately a 30-minute drive from downtown Vancouver and within an hour's drive of all municipalities within the Metro Vancouver region.

Guests access CMR from Cypress Bowl Road, which branches from the Trans-Canada Highway in the District of West Vancouver. Approximate driving times from a representative selection of local municipalities are presented in Table 2-1.

Table 2-1. Drive Times to Cypress Mountain Resort

Location	Distance (km)	Drive Times (mins)
City of Vancouver	28	30
City of Surrey	50	60
City of Langley	60	73

Figure 2-1. Cypress Mountain Resort – Context Map



2.2 FIRST NATIONS

Cypress Mountain Resort sits within the unceded traditional territory of the Squamish, Musqueam, and Tsleil-Waututh Nations. These Nations have lived in and around what is now called Metro Vancouver since time immemorial.

Cypress Mountain Resort is committed to maintaining and strengthening its working relationship with the Squamish, Musqueam, and Tsleil-Waututh Nations, and will work with them following each Nation's protocols to preserve traditional use within the Controlled Recreation Area, identify and conserve culturally significant sites, integrate their culture and history into the guest experience at CMR as directed by each Nation, and pursue projects that help achieve the shared goal of sustained prosperity.

2.3 REGIONAL CONTEXT

2.3.1 Adjacent Land and Resource Use

Cypress Mountain Resort sits within Cypress Park and is surrounded by lands managed by BC Parks, Metro Vancouver, and the District of West Vancouver.

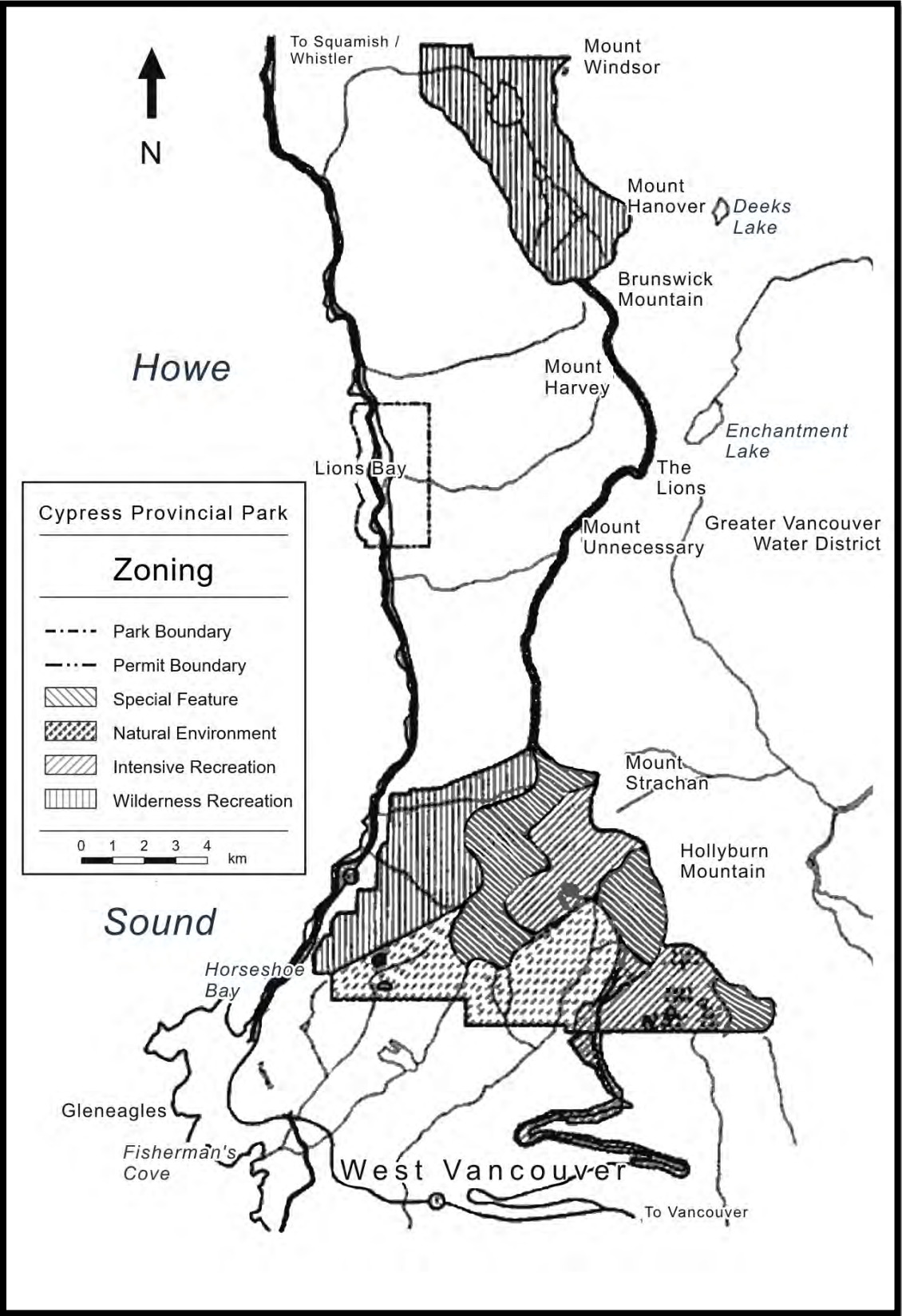
2.3.1.1 Cypress Park

The existing CMR Controlled Recreation Area (CRA) lies within Cypress Park, a Class A Provincial Park created in 1975 for conservation and recreation. The Park is approximately 3,000 ha in size, stretching from Eagle Ridge Bluff in the south, along the Howe Sound Crest Trail to Deeks Lake in the north. The vision for the Park balances a "commitment to park stewardship in conservation, outdoor recreation and education, community involvement and to the provision of commercial recreation opportunities, most notably alpine and Nordic skiing".¹

To balance and ensure the dual objectives of conservation and recreation are attained, the planning for and provision of conservation and recreation activities in Cypress Park adhere to its Zoning Plan (Figure 2-2). The Zoning Plan for Cypress Park contains four zones: Special Features, Natural Environment, Wilderness Recreation, and Intensive Recreation. The lands within the CRA have been zoned as Intensive Recreation, which is intended to provide for a variety of high-use, accessible, facility-oriented outdoor recreation activities.¹

¹ BC Parks. (1997). Cypress Provincial Park Master Plan. Vancouver, BC. Retrieved from http://www.env.gov.bc.ca/bcparks/planning/mgmtplns/cypress/cypress_mp.pdf

Figure 2-2. Cypress Park Zoning Plan (from BC Parks Cypress Park Management Plan (1997))



2.3.1.2 Outside Cypress Park

The parklands outside the CRA are used extensively for recreational activities all year round. In the summer, the Park offers numerous walking and hiking trails, with opportunities for camping and wildlife viewing, while in the winter, snowshoeing and backcountry skiing are increasingly popular. As of the mid-1990s, Park visitation, including CMR guests, was estimated at 1,000,000 annually, with 60% of these coming in the spring, summer, and fall. Recent records indicate that this number has increased over the years to approximately 2,000,000 annual visitors², demonstrating the growth in demand the Park and the Resort are experiencing.

The hiking and snowshoeing trails in the CRA and Park connect with trails outside the Park, forming part of a trail network that spans the entirety of the North Shore Mountains. As recreational activity in the Park and the surrounding area has grown, CMR has adopted a role as a staging area for Park visitors through all four seasons.

Part of this extensive trail network is in the District of West Vancouver, on the lower elevations south of Cypress Mountain Resort. The area contains a range of hiking and walking trails, suitable for all skill levels. This area also contains more than 65 popular mountain bike trails.³ As such, while the significant change in elevation places constraints on the linkages between CMR and the District of West Vancouver, the two areas are connected through an extensive and increasingly popular trail network.

To the east of the CRA, lands outside the Park are managed by Metro Vancouver, a regional government body responsible for water, wastewater treatment, and regional growth planning, among other services. The Metro Vancouver land adjacent to CMR is part of the Capilano Watershed, one of four watersheds that provide the Metro Vancouver region with potable water. Currently, recreational use and public access to this area are prohibited as it may degrade water quality.

2.3.2 BC Parks Planning Policy

The terms and conditions governing ski area operations within a Park are established through a Park Use Permit (PUP). The primary purpose of a PUP is to manage and mitigate the impacts of commercial activities within the provincial parks system, ensuring that such activities align with BC Parks' broader goals and the specific objectives outlined for the individual park. The Park Use Permit for Cypress Mountain Resort was last amended in 2006 and remains in effect until 2034.

The BC Parks Ski Resort Policy guides the structure and content of the Park Use Permit. This policy was developed to provide a framework for ski resort development within Parks and to address management considerations not fully captured by other policies or legislative tools. Under this policy, each ski resort operating within a Park is required to

² BC Parks (2024). Visitor Use Attendance Report (2018/19 to 2023/24) Retrieved from https://nrs.objectstore.gov.bc.ca/kuwyf/bcparks_visitor_attendance_report_2018_2024_0877bce7cc.pdf

³ Trailforks (2026). Cypress Mountain - Mountain Biking Trails. Retrieved Aug. 22, 2026
<https://www.trailforks.com/region/cypress-mountain/?activitytype=1>

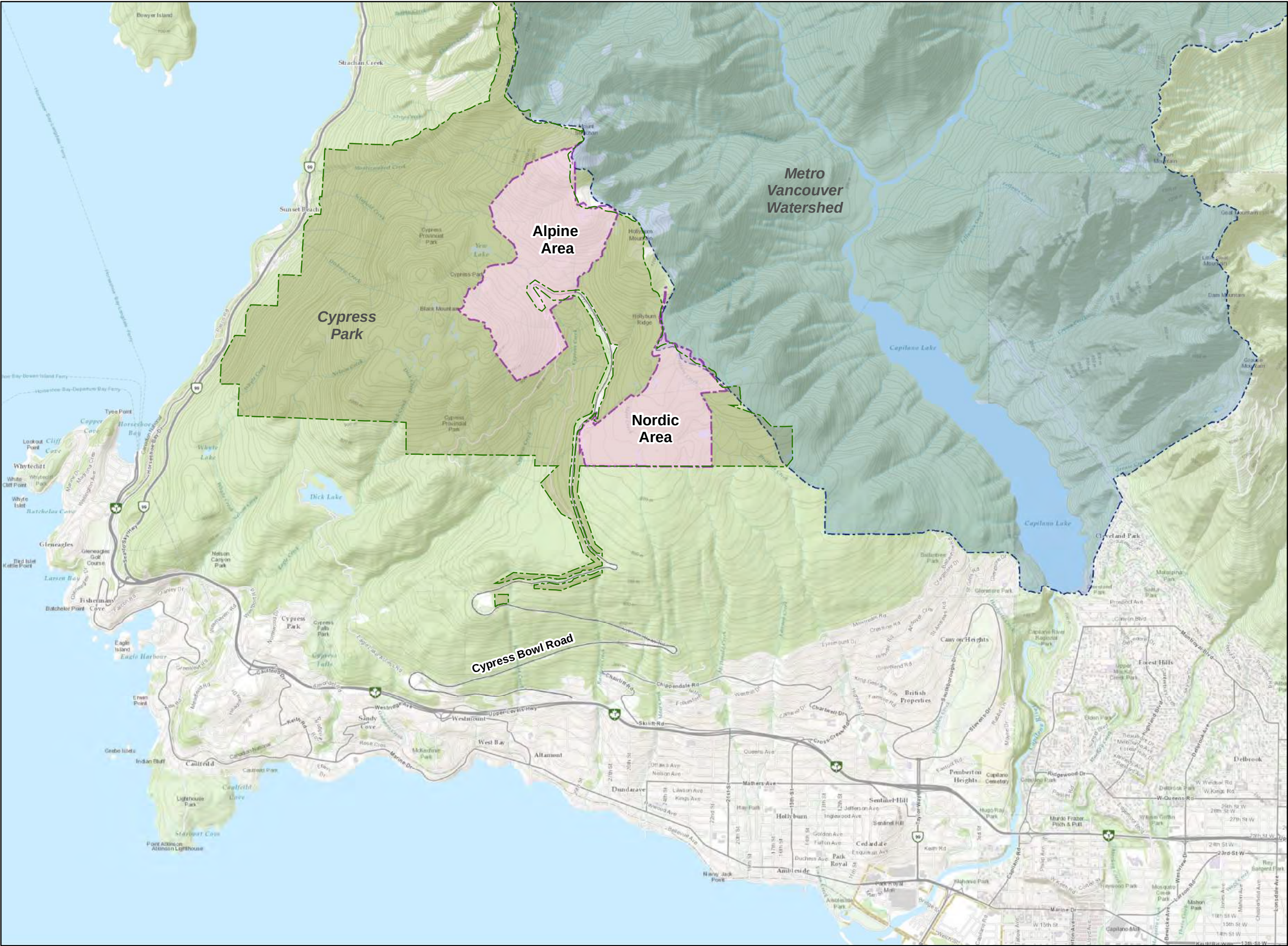
prepare a Ski Resort Development Plan. These plans are intended to communicate both the current operations and any proposed developments or improvements to BC Parks and the broader public. They illustrate the recreational benefits the resort provides to the public, outline strategies for maintaining long-term viability, describe environmental mitigation measures, and demonstrate how proposed developments align with the objectives of the park's Management Plan. Additionally, Ski Resort Development Plans are expected to reflect the interests and aspirations of stakeholders.

In reviewing and making decisions regarding ski resort developments or improvements, BC Parks applies the Ski Resort Policy alongside considerations outlined in the Parks Act, the specific park's Class and Management Plan, and the obligations associated with other Park Use Permits issued within the same park.

2.3.3 Cypress Mountain Resort Study Area

The physical extent and scope for the Cypress Mountain Resort Ski Resort Development Plan were limited to the lands within or immediately adjacent to the Controlled Recreation Area (Figure 2-3). While lands outside the CRA are not under the authority of CMR and have not been identified for future development in this SRDP, it is important to understand the potential linkages with adjacent lands and contextual factors that may influence or may be influenced by operations at CMR.

Of note, within the BC Parks system, a Controlled Recreation Area refers to an area within which use and access are controlled by the resort owner/operator as per their Park Use Permit to facilitate the continued viability of the resort and the provision of high-quality recreation experiences for the people of British Columbia.



Cypress Mountain
Master Plan
2026

Legend

- Controlled Recreation Area
- Cypress Park
- Metro Vancouver Watershed

Prepared for:



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Cypress Mountain Resort
Study Area

Figure 2-3

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2.4 ENVIRONMENTAL CONTEXT

The following is a brief synopsis of the relevant environmental values found in and around Cypress Mountain Resort's CRA based on available Provincial data. For more information on the vegetation, wildlife, and habitat found in Cypress Park, including lands within the CRA, readers are directed to the Cypress Park Management Plan¹.

2.4.1 Vegetation

The forests within the CMR CRA are comprised of Coastal Western Hemlock (CWH) and Mountain Hemlock (MH) Biogeoclimatic Zones (Table 2-2). The MH zones start around 900 m and dominate the higher elevations within the CRA. Conversely, CWH is found below 900 m, extending down to the District of West Vancouver and Howe Sound.

Table 2-2. Biogeoclimatic Zones in the CRA

Name	Abbreviation	Subzone	Variant
Coastal Western Hemlock	CWH	vm	2
Mountain Hemlock	MH	mm	1

The forests within and around CMR are some of the oldest along the North Shore. While trees beneath the Eagle Express and Raven Ridge Quad and the lower slopes of Mount Strachan are relatively young (<100 years old), the forests around them can be classified as old growth (>250 years old), with the oldest areas estimated at 420 years old⁴. Outside the CRA, old-growth stands along Hollyburn Ridge have been estimated to be over 1,000 years old.

2.4.2 Wildlife

2.4.2.1 Mammals

The 1997 Management Plan for Cypress Park notes that the park is home to a range of mammals, including familiar species such as Coyote, Black bear, Coastal black-tailed deer, and Mountain goats. Additionally, the Park is known to host more than 80 species of birds, including ravens, hawks, owls, woodpeckers, grouse, and gray jays, among others. Species at Risk within the CRA and Park are discussed in Sec. 2.4.3.

⁴ Based on Projected Age 1 and Projected Age 2 fields in the Vegetation Resource Inventory Dataset. British Columbia (2019). Retrieved from: <https://catalogue.data.gov.bc.ca/dataset/vri-forest-vegetation-composite-polygons-and-rank-1-layer>

2.4.2.2 Fish and Aquatic Species

Waterbodies within and adjacent to CMR's Controlled Recreation Area were assessed using the Province of BC's Habitat Wizard online mapping tool⁵. Details of the found streams are included in Table 2-3.

There are two stream systems present within the alpine skiing area. The first is Cypress Creek and its tributaries, which run from Yew Lake and the slopes of Black Mountain and Hollyburn Mountain, and flow south into the District of West Vancouver, emptying into Burrard Inlet. Studies of Cypress Creek note occurrences of various fish species, including Chinook Salmon, Cutthroat Trout, and Steelhead. However, these are confined to the lower reaches of the Creek as Cypress Falls, a 10 m waterfall, prevents fish from travelling further upstream into the CRA.

The second stream system forms on the western slopes of Mount Strachan and flows west into Howe Sound near Sunset Beach. It comprises Montizambert Creek and an unnamed creek, neither of which has been found to contain fish.

There are three creeks in the Nordic skiing area: Brothers Creek, Marr Creek, and McDonald Creek. Brothers Creek is home to several fish species (e.g., multiple Salmon varieties, Steelhead, and Cutthroat Trout) and was a managed fishery, with active stocking efforts into the early 1990s. While a series of culverts at lower elevations prevent the upstream movement of fish, occurrences of steelhead were noted higher on the mountain (~640 m.a.s.l.) during the mid-1990s.

Marr Creek originates at Fourth and Third Lake and flows south to First Lake, which is adjacent to the Hollyburn Lodge, and onward to Burrard Inlet. Like Brothers Creek, Cutthroat Trout have been found in Marr Creek, but a series of culverts at lower elevations create obstructions that prevent upstream movement, restricting them to lower elevations.

McDonald Creek originates just inside the Nordic skiing area, near the Grand National ski trail and flows south, emptying into Burrard Inlet in the Ambleside neighbourhood of West Vancouver. While Cutthroat Trout, Coho Salmon and Prickly Sculpin have been found in the creek (c. 2015), these locations were confined to the lower elevations.

Given the historic locations of fish occurrences and obstructions at lower elevations, direct impacts on fish species in CMR's Controlled Recreation Area are unlikely. However, CMR will continue to work to preserve the quality of water runoff and the overall health of all streams and creeks within the resort area and on adjacent land.

⁵ Habitat Wizard (2019). Retrieved from <http://maps.gov.bc.ca/ess/hm/habwiz/>

Table 2-3. Existing Streams and Fish Presence

Area	Waterbody Identifier	Fish Present
Alpine Skiing Area	Cypress Creek: 900-073500	Yes
	900-073500-77900	No
	900-073500-75800	No
	Montizambert Creek: 900-078900	No
	900-078900-31400	No
Nordic Skiing Area	Brothers Creek: 900-0701100-03400	Yes
	Marr Creek: 900-072100	Yes
	McDonald Creek: 900-071700	Yes

2.4.3 Endangered and Threatened Species

A review of the Habitat Wizard online tool indicated that no endangered or threatened species have been found within CMR's Controlled Recreation Area (i.e., no Occurrences).

However, Marbled Murrelet (*Brachyramphus marmoratus*) habitat, as determined through modelling and landscape classification by the Canadian Wildlife Service and defined under the Species at Risk Act, is found around Cypress Creek and to the south and east of the Nordic skiing area. The Marbled Murrelet is a Schedule 1 listed species, rated Threatened by the Committee on the Status of Endangered Wildlife in Canada.

Cypress Mountain Resort will work with BC Parks and other responsible agencies to help ensure critical habitat retention goals are achieved, critical habitat attributes within the identified areas are maintained, and activities likely to degrade critical habitat are avoided⁶.

⁶ Environment Canada (2014) Recovery Strategy for the Marbled Murrelet (*Brachyramphus marmoratus*) in Canada. Species at Risk Act Recovery Strategy Series. Environment Canada, Ottawa. v + 49 pp. Retrieved from https://wildlife-species.canada.ca/species-risk-registry/virtual_sara/files/plans/rs_guillemot_marbre_marbled_murrelet_0614_e.pdf

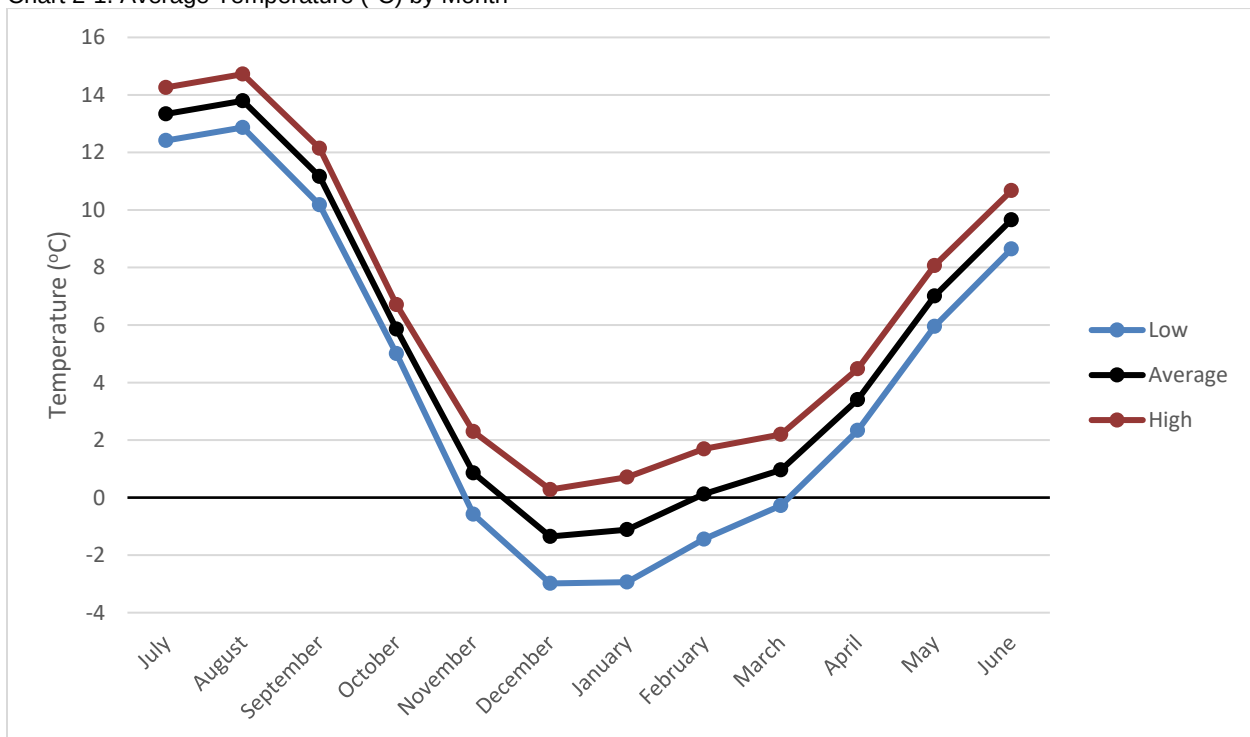
2.4.4 Climate and Weather

To assess historic weather patterns at CMR and their implication for all-season recreation, BHA derived average temperature and snowfall data from historic weather records (1970 – 2020) for a representative site within the ski area (49.399, -123.198, 1,047 m.a.s.l.).

2.4.4.1 Temperature

BHA determined that CMR has a mean annual temperature of 5.3°C with seasonal averages ranging from -1.3°C in the winter to 13.8°C in the summer (Chart 2-1). Daily winter temperatures (December to February) range from -3°C to 1.7°C, while daily temperatures in the summer (June to August) range from 8.6°C to 14.7°C. While winter temperatures are slightly warmer than those found at ski resorts further east, owing to CMR's location near the Pacific Ocean, summer temperatures have historically been cooler than those found in Metro Vancouver. This allows for more strenuous outdoor activity during the warmest summer months when activities at lower elevations may be too hot for many recreationists.

Chart 2-1. Average Temperature (°C) by Month



2.4.4.2 Snowfall

Snowfall at CMR generally aligns with temperature, with greater than 80% of snow falling between November and March when the average temperature sits below 1°C (Chart 2-2). Total annual snowfall averages 1,070 cm, while average monthly snowfall from November through April equals 177 cm. However, this can vary considerably as indicated by the Low and High records on Chart 2-2. These represent one standard deviation from the monthly means and delineate the range in which 68% of historic snowfall has occurred. Interestingly, after a slow decline through January and February, March has historically brought significant snowfall and, on average, has been the snowiest month of the season at CMR, averaging 200 cm.

2.4.4.3 Snowpack

To complement snowfall records, BHA assembled historic snowpack data from records (Chart 2-3). These indicate that average snowpack at CMR is suitable for alpine skiing (>40 cm) from late November to late April, with an average snowpack of 213 cm during this period. The seasonal spike in snowfall seen in March is reflected in the snowpack, which achieves its maximum depth (avg. 365 cm) during this month.

Chart 2-2. Average Snowfall (cm) by Month

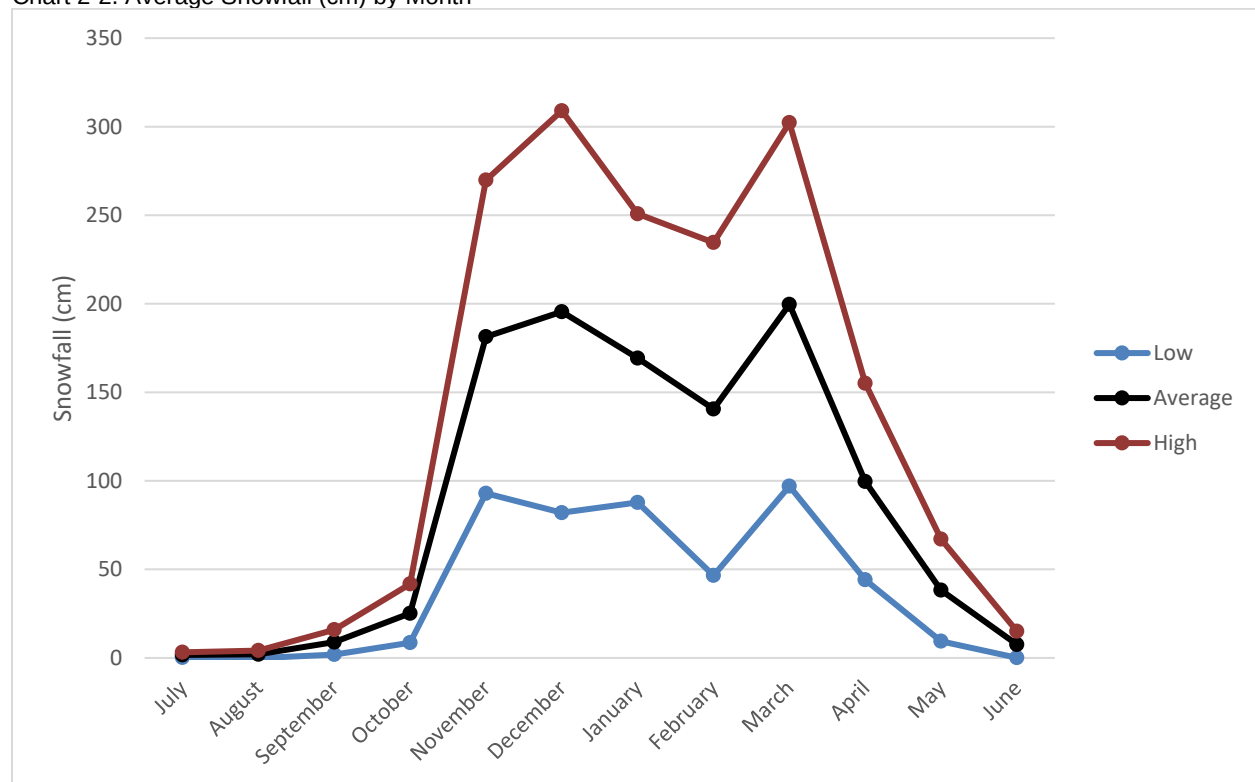
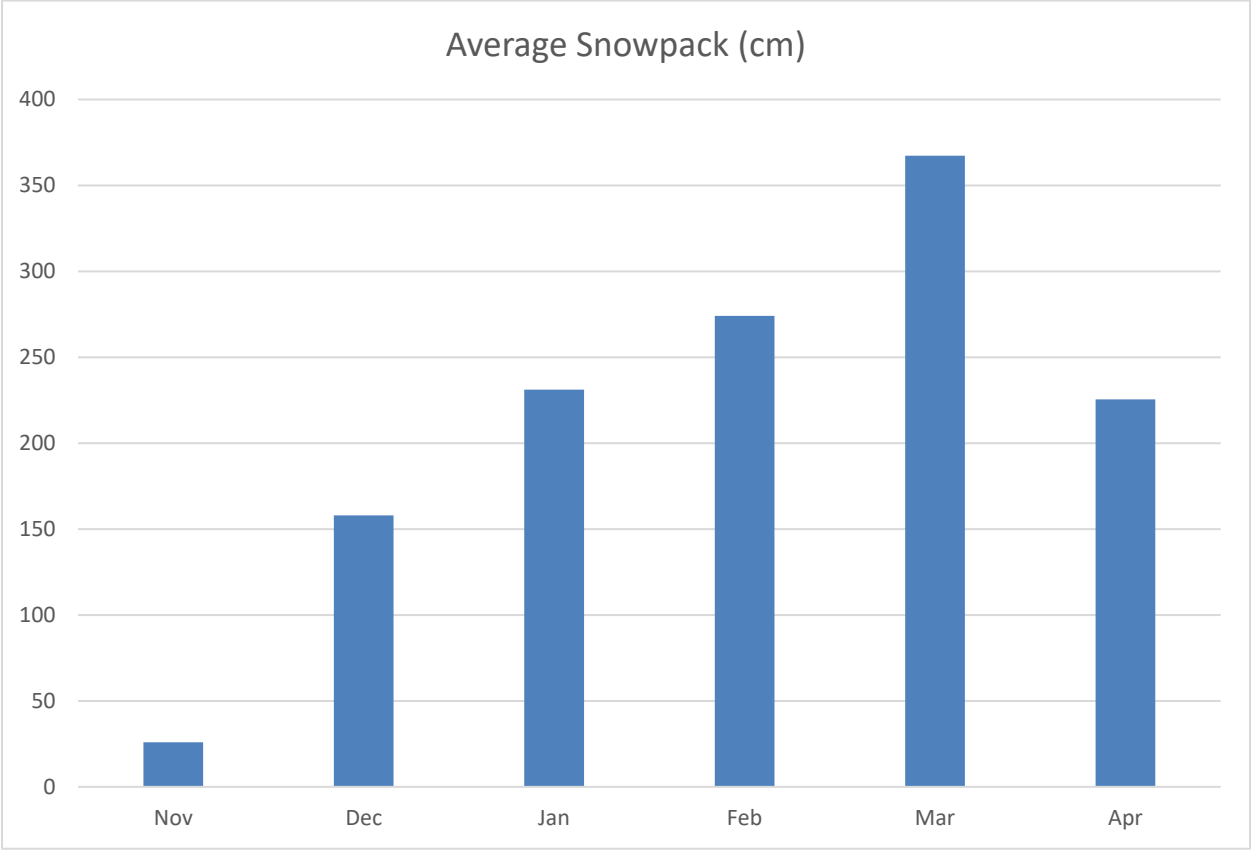
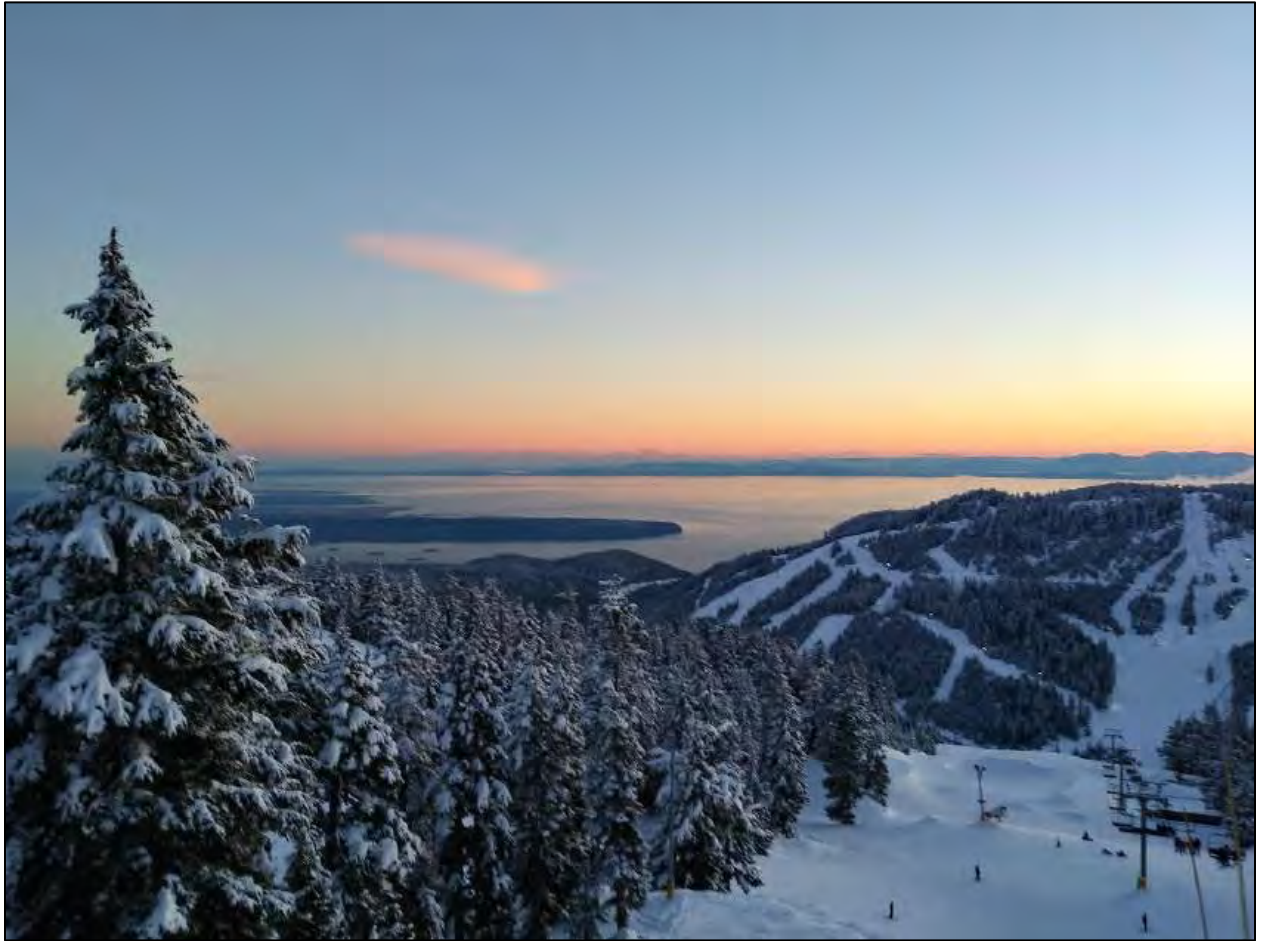


Chart 2-3. Average Snowpack (cm) by Month





The view from the top of the Lions Express - Amazing snow, great skiing, and the best views in Vancouver

2.5 EXISTING MOUNTAIN FACILITIES

2.5.1 Introduction

Existing winter activities at CMR include lift-serviced alpine skiing and snowboarding, Nordic skiing, snowshoeing, tubing, and snowplay. Alpine skiing and snowboarding predominate, with the others complementing the offering.

This Section assesses current winter facilities and activities at CMR. To guide future development, BHA applied the definitions for Comfortable Carrying Capacity and Balanced Resort Capacity found in the BC All Seasons Resort Policy and All Seasons Resort Guidelines.

The Comfortable Carrying Capacity (CCC) of a ski area measures the optimum number of skiers who can use its on-mountain offerings while guaranteed a pleasant experience, without degrading the physical or sociological environment. This dynamic number considers mountain use throughout the day, based on the mix of terrain (e.g., beginner, intermediate, advanced) and corresponding skier expectations. It thus balances use of the land without overwhelming the site's physical limitations while fulfilling user expectations.

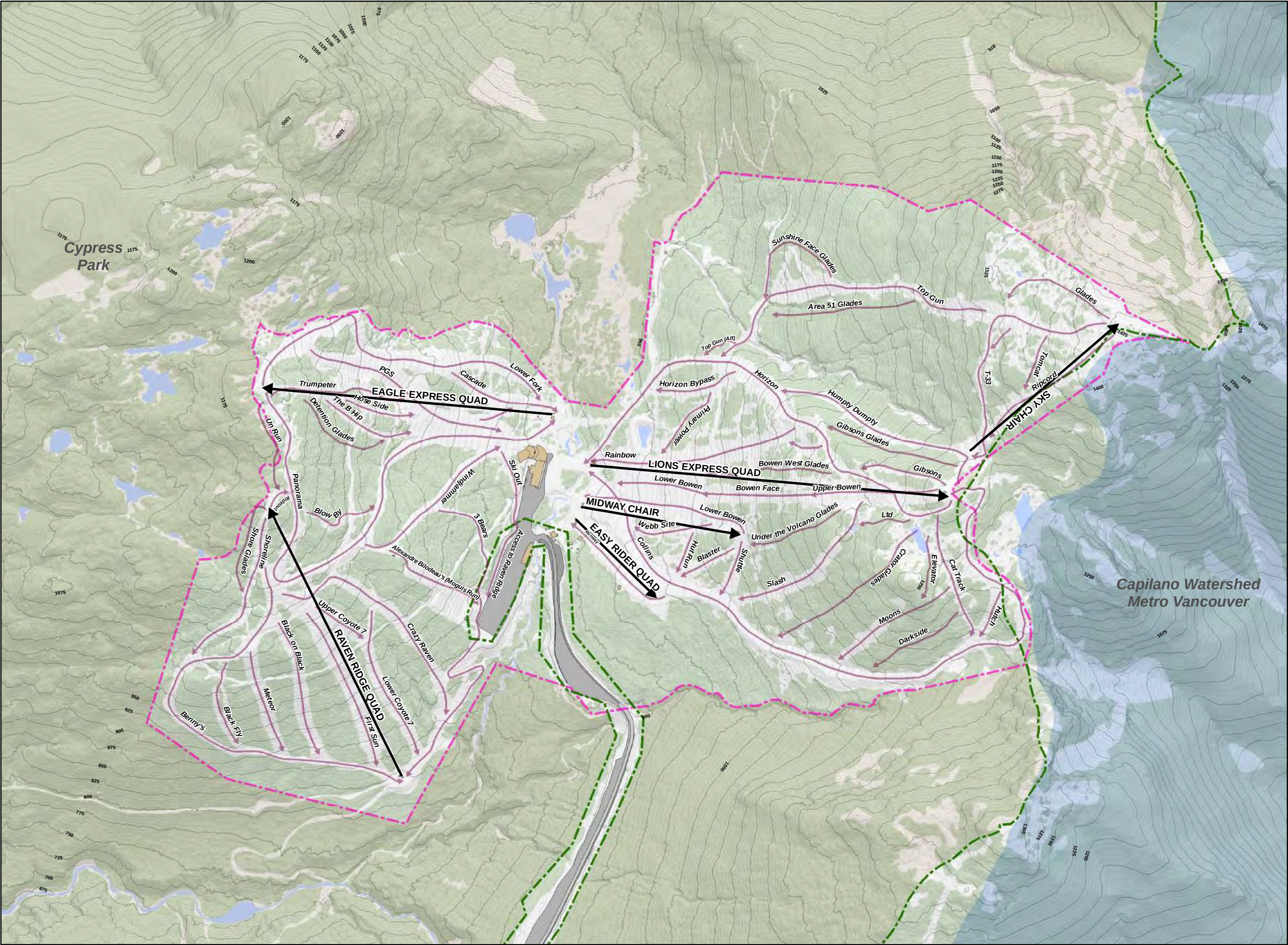
Where skiing and snowboarding are primary, CCC is the single most important planning indicator, but additional facilities and activities that add capacity must also be considered. In today's competitive market, ski areas increasingly must offer a variety of on-mountain activities that complement the alpine product. The capacity of activities such as interpretive sightseeing, tubing, or snowshoeing must be calculated and added cumulatively to determine total carrying capacity.

The result is the ski area's Balanced Resort Capacity (BRC), the optimum number of visitors that can use its facilities at one time while meeting recreational expectations and maintaining the site's physical and sociological integrity. This is the baseline figure for annual capacity, utilization rates, and all seasonal development and market projections.

As illustrated in Figures 2-4a, 2-4b, 2-5a, and 2-5b, Cypress Mountain Resort has a unique layout, with an Alpine Area and a Nordic Area roughly 2.5 km apart. This distance effectively prevents pedestrian movement between them, so they function as distinct, self-contained experiences.

Each area must therefore provide the facilities to meet the full range of its guests' needs. Recognizing this, BHA examined each individually to identify challenges and opportunities specific to each.

The following sections review the existing Alpine and Nordic terrain, lifts, trails, and facilities, detailing the process to determine CCC and BRC for both areas, along with existing space use (e.g., restaurants, rentals, guest services), based on industry standards and best practices.



Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- Existing Ski Runs
- Cypress Park
- Controlled Recreation
- Metro Vancouver Watershed
- Existing Buildings
- Existing Hydrology
- Existing Roads and Parking
 - Paved Parking
 - Paved Road
 - Paved Shoulder

Capilano Watershed
Metro Vancouver

Prepared for:



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Existing Conditions
Alpine Area
Winter

Figure 2-4a

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Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- Controlled Recreation Area
- Existing Buildings
- Existing Hydrology

Existing Roads and Parking

- Paved Parking
- Paved Road
- Paved Shoulder

Prepared for:



Cypress Mountain
6000 Cypress Bowl Road
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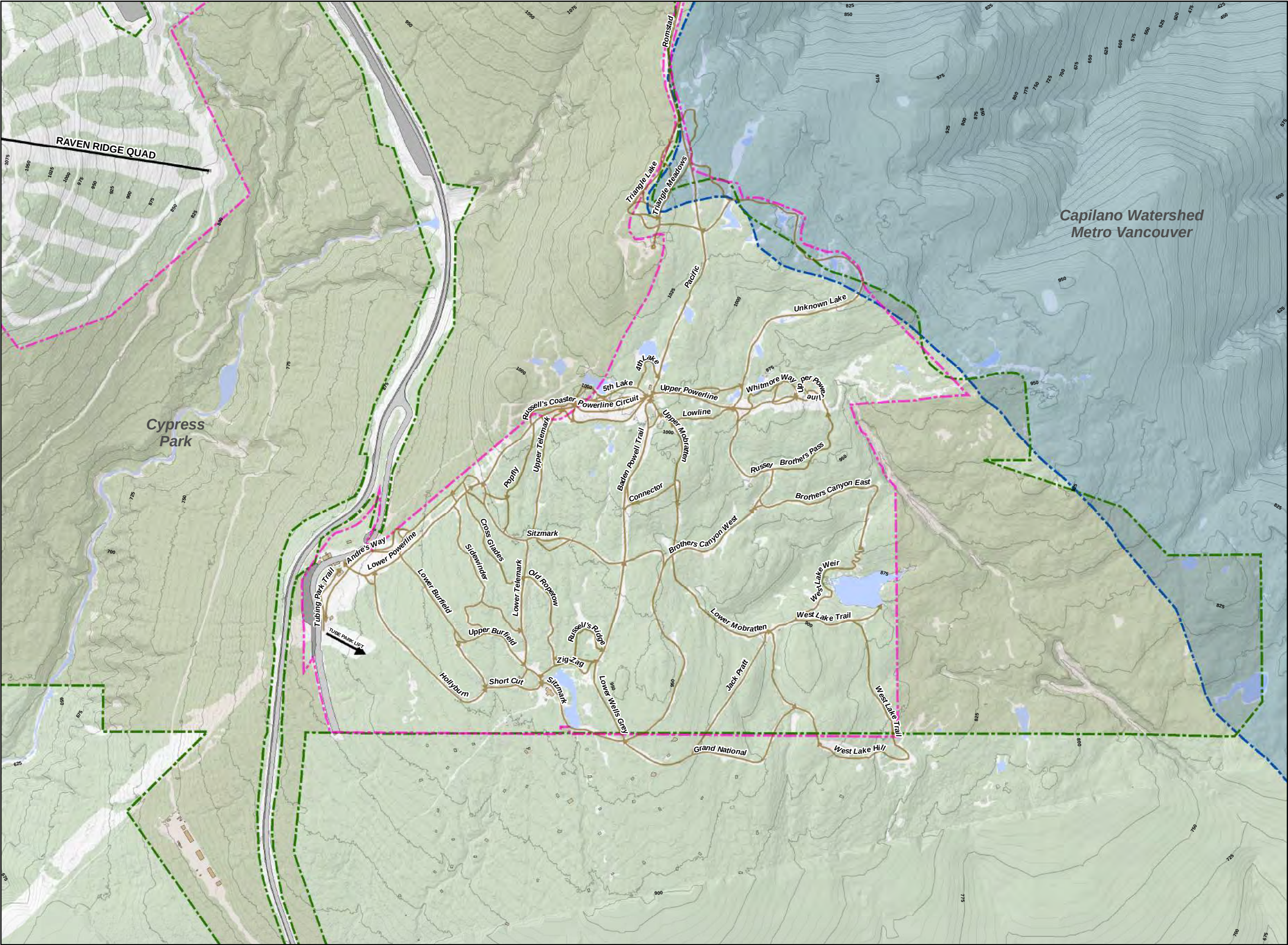
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Existing Conditions
Alpine Area
Winter 3D

Figure 2-4b

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Cypress Mountain
Master Plan
2026

Legend

- Existing Nordic Ski Trails
- Existing Lifts
- Cypress Park
- Controlled Recreation Area
- Metro Vancouver Watershed
- Existing Buildings
- Existing Hydrology

Existing Roads and Parking

- Paved Parking
- Paved Road
- Paved Shoulder

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Existing Conditions
Nordic Area
Winter

Figure 2-5a

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Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- Controlled Recreation Area
- Existing Buildings
- Existing Hydrology

Existing Roads and Parking

- Paved Parking
- Paved Road
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Existing Conditions
Nordic Area
Winter 3D

Figure 2-5b

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The bottom of the Lions Express on a fresh powder day

2.5.2 Alpine Area: Existing Uphill Capacity

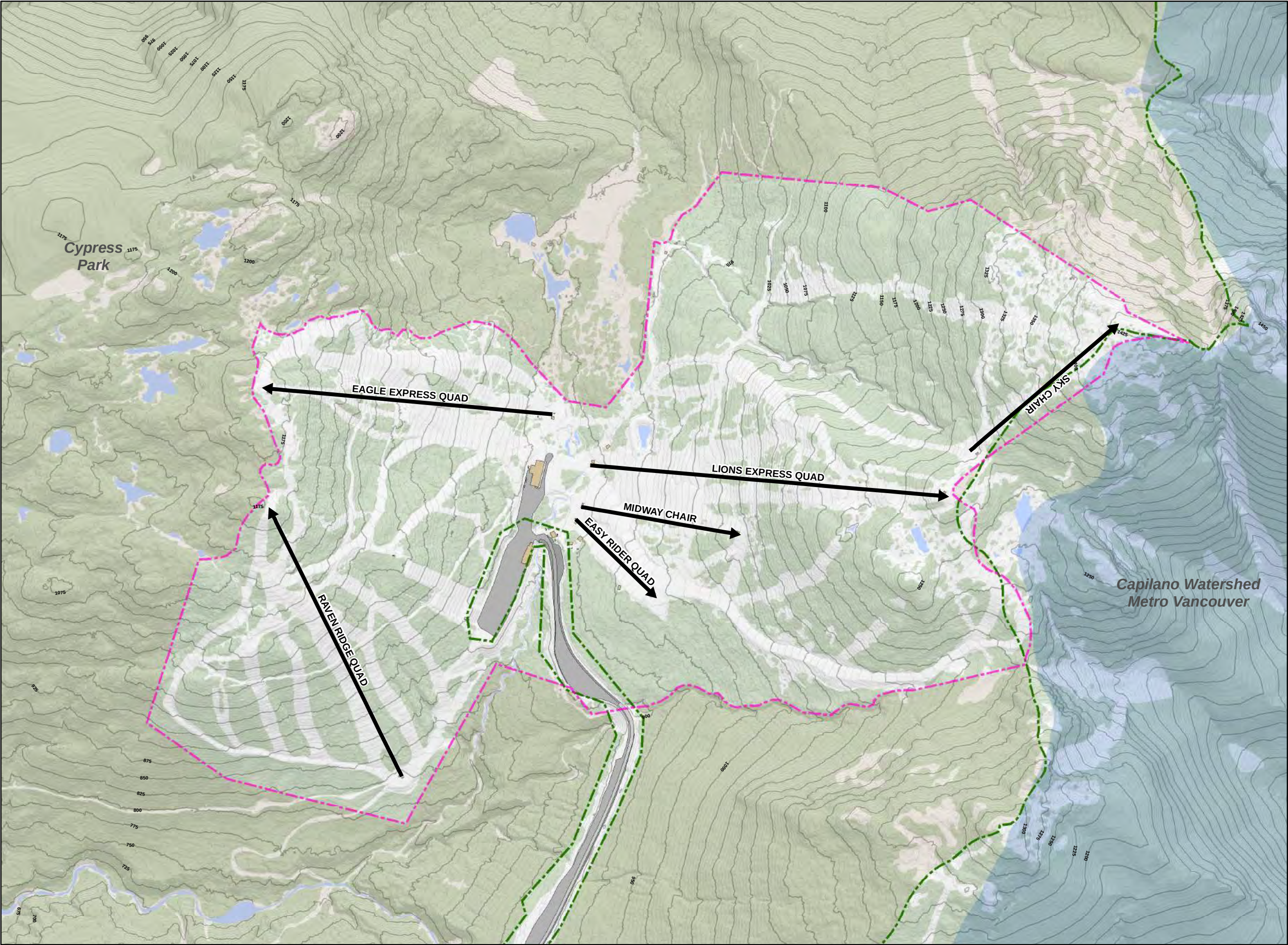
Cypress Mountain Resort currently has seven uphill conveyances, including two detachable quads, three fixed-grip quads, a fixed-grip double, and a carpet. Daily operations at CMR run from 9 am until 10 pm for most of the winter season, with several lifts open for night skiing. The existing ski lifts and their associated terrain at CMR are illustrated in Figure 2-6 and described in Table 2-4.

The Uphill Comfortable Carrying Capacity (CCC) for each lift is calculated using the vertical serviced, the capacity of the lift, the hours of operation, the lift loading efficiency, access reduction, and the vertical demand as determined by the type of skiers using the lift. The cumulative Uphill CCC for each lift yields the total Uphill CCC for the ski resort. Ideally, the uphill capacity of each lift should match the downhill capacity of the ski trails it services.

The seven uphill conveyances at CMR provide an Uphill Comfortable Carrying Capacity of approximately 4,792 skiers per day.

Table 2-4. Existing Alpine Uphill CCC

Lift Name	Lift Type	Vertical Drop (m)	Slope Length (m)	Hourly Capacity (Theor.)	Hourly Capacity (Actual)	Weighted Vertical Demand	Loading Efficiency	Hours of Operation	Access Reduction	Uphill CCC
Easy Rider	4C	54	313	1,532	675	1,900	95%	13	0%	238
Midway	2C	128	476	1,200	800	3,011	95%	13	0%	419
Lions Express	D4C	352	1,094	2,400	1,984	4,585	90%	13	2%	1,758
Sky Quad	4C	182	575	1,800	1,047	5,996	95%	13	0%	392
Eagle Express	D4C	273	889	2,200	1,527	3,703	95%	13	0%	1,390
Raven Ridge	4C	348	928	2,000	1,600	5,324	95%	6	0%	595
Total			4,276	11,132	7,633					4,792



Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- Cypress Park
- Controlled Recreation
- Metro Vancouver Watershed
- Existing Buildings
- Existing Hydrology

Existing Roads and Parking

- Paved Parking
- Paved Road
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Existing Ski Lifts

Figure 2-6

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2.5.3 Alpine Area: Existing Ski Trails

Cypress Mountain Resort has 61 alpine ski trails and gladed areas, plus terrain parks and beginner areas spread out over approximately 293 hectares. The terrain parks offer a wide variety of freestyle features, including jumps, bowl features and several rail setups.

BHA classified the existing ski trails based on the following criteria:

Table 2-5. Ski Trail Classification by Gradient

Skill Class	Range of Acceptable Gradients (%)
Beginner	8 to 15
Novice	15 to 25
Low Intermediate	25 to 35
Intermediate	35 to 45
Advanced	45 to 60
Expert	60 to 80
Extreme	80+

To undertake an accurate analysis, the existing trail network was overlaid onto the 5-metre contour topographic data and organized into groups of trails or ‘pods’ that are associated with each lift. Trails that cross into one or more pod areas are generally associated with the lift to which they return. Some pods may be associated with one or more lifts depending on the flow and layout of the mountain. Figure 2-6, and Table 2-6 outline the existing inventory of ski trails at CMR.

Table 2-6. Existing Ski Trails at Cypress Mountain Resort

Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
POD A (Easy Rider)							
A3	Runway	355	23	16	50	1.8	Novice
Total Skiable Area						1.8	

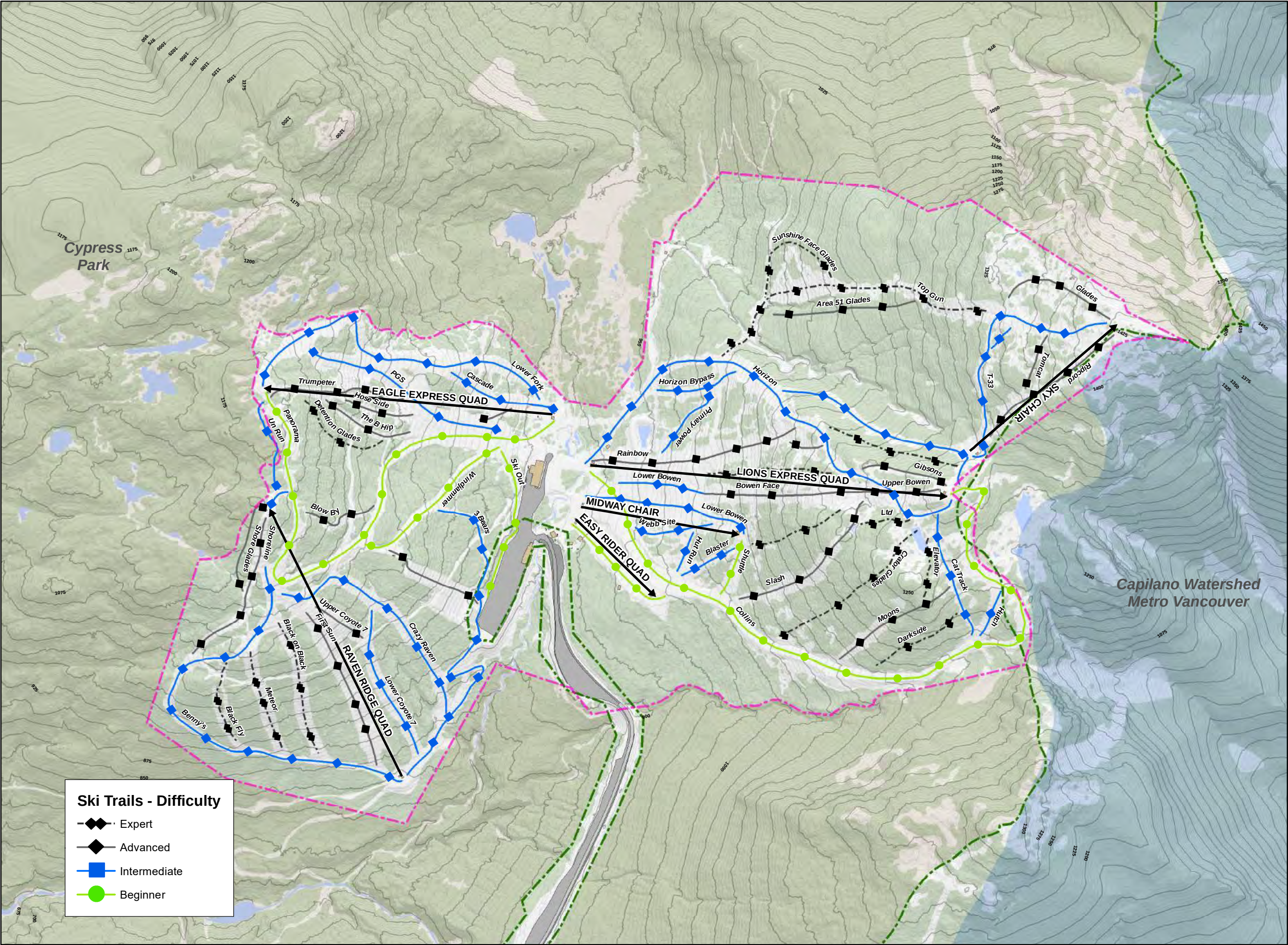
Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
POD B (Midway)							
B1	Shuttle	170	29	28	30	0.5	Novice
B2	Lower Bowen	494	38	27	60	3.0	Low Intermediate
B3	Blaster	177	39	32	25	0.4	Low Intermediate
B4	Hut Run	120	18	16	20	0.2	Novice
B5	Webb Site	235	39	30	25	0.6	Low Intermediate
Total Skiable Area						4.7	

Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
POD C (Lions Express)							
C1	Hutch	150	58	39	35	0.5	Intermediate
C10	Bowen Face	354	56	72	35	1.2	Advanced
C11	Lower Bowen	256	42	29	60	1.5	Low Intermediate
C12	Humpty Dumpty	681	42	28	30	2.0	Low Intermediate
C13	Collins	2,147	29	17	25	5.4	Novice
C14	Gibsons	269	47	32	30	0.8	Advanced
C15	Ltd	156	47	29	40	0.6	Expert
C16	Elevator	189	25	19	30	0.6	Expert
C17	Darkside	309	48	31	100	3.1	Expert
C2	Horizon	1,439	44	26	40	5.8	Low Intermediate
C20	Upper Rainbow	110	58	50	30	0.3	Advanced
C3	Horizon Bypass	251	39	33	30	0.8	Low Intermediate
C4	Upper Bowen	379	53	30	55	2.1	Advanced
C5	Slash	535	81	46	50	2.7	Advanced
C6	Cat Track	385	56	32	25	1.0	Intermediate
C7	Moons	432	87	51	100	4.3	Expert
C8	Rainbow	634	62	35	65	4.1	Advanced
C9	Primary Power	233	39	21	15	0.3	Low Intermediate
C18	Under the Volcano Glades	325	75	55	125	4.1	Advanced (Glades)
C19	Crater Glades	575	79	47	110	6.3	Advanced (Glades)
C21	Bowen West Glades	409	88	52	90	3.7	Expert (Glades)
C22	Gibsons Glades	409	57	31	50	2.0	Expert (Glades)
Total Skiable Area						53.3	

Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
POD D (Sky Quad)							
D2	Top Gun	946	69	37	40	3.8	Advanced
D3	T-33	795	49	24	100	8.0	Intermediate
D4	Horsefly Canyon	84	35	30	30	0.3	Low Intermediate
D5	Ripcord	502	75	40	100	5.0	Advanced
D6	Tomcat	168	33	25	50	0.8	Novice
D7	Top Gun (Alternate Rte.)	103	15	10	15	0.2	Advanced
D1	Area 51 Glades	371	83	35	200	7.4	Expert (Glades)
D8	Sunshine Face Glades	374	58	28	100	3.7	Expert (Glades)
Total Skiable Area						25.4	

Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
POD E (Eagle Express)							
E1	Panorama	1,619	32	17	30	4.9	Novice
E10	Hose Side	225	77	46	20	0.5	Advanced
E11	Lower Trumpeter	98	19	14	25	0.3	Advanced
E2	Un Run	287	42	26	30	0.9	Low Intermediate
E3	Blow By	257	78	46	40	1.0	Advanced
E4	Windjammer	502	29	21	35	1.8	Novice
E5	Trumpeter	442	75	46	50	2.2	Advanced
E6	The B Hip	303	63	43	30	0.9	Advanced
E7	Fork	1,039	46	27	50	5.2	Intermediate
E8	Cascade	341	53	29	50	1.7	Intermediate
E9	PGS	632	48	32	50	3.2	Intermediate
E12	Detention Glades	350	91	55	100	3.5	Expert (Glades)
Total Skiable Area						25.9	

Run Number	Run Name	Slope Length (m)	Maximum Slope (%)	Average Slope (%)	Average Width (m)	Trail Area (ha)	Skill Class
POD F (Raven Ridge)							
F1	Shoreline	499	53	34	35	1.8	Advanced
F10	Lower Coyote 7	470	48	36	50	2.4	Intermediate
F11	Alexandre Bilodeau's	332	53	41	50	1.7	Advanced
F12	Access to Raven Ridge	231	57	22	10	0.2	Intermediate
F13	First Sun	531	68	47	50	2.7	Advanced
F14	Shore Glades	307	51	36	40	1.2	Advanced
F15	3 Bears	1,102	37	15	15	1.7	Low Intermediate
F2	Benny's	1,323	51	23	15	2.0	Intermediate
F3	Back on Black	446	72	51	40	1.8	Advanced
F4	Meteor	350	71	62	35	1.2	Advanced
F5	Black Fly	285	65	55	30	0.9	Advanced
F6	Upper Coyote 7	179	61	50	35	0.6	Advanced
F7	Crazy Raven	750	51	34	50	3.8	Intermediate
F8	Rideout	74	24	24	20	0.2	Novice
F9	Ski Out	222	16	13	20	0.5	Novice
Total Skiable Area						16.6	



Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- Cypress Park
- Controlled Recreation
- Metro Vancouver Watershed
- Existing Buildings
- Existing Hydrology

Existing Roads and Parking

- Paved Parking
- Paved Road
- Paved Shoulder

Prepared for:



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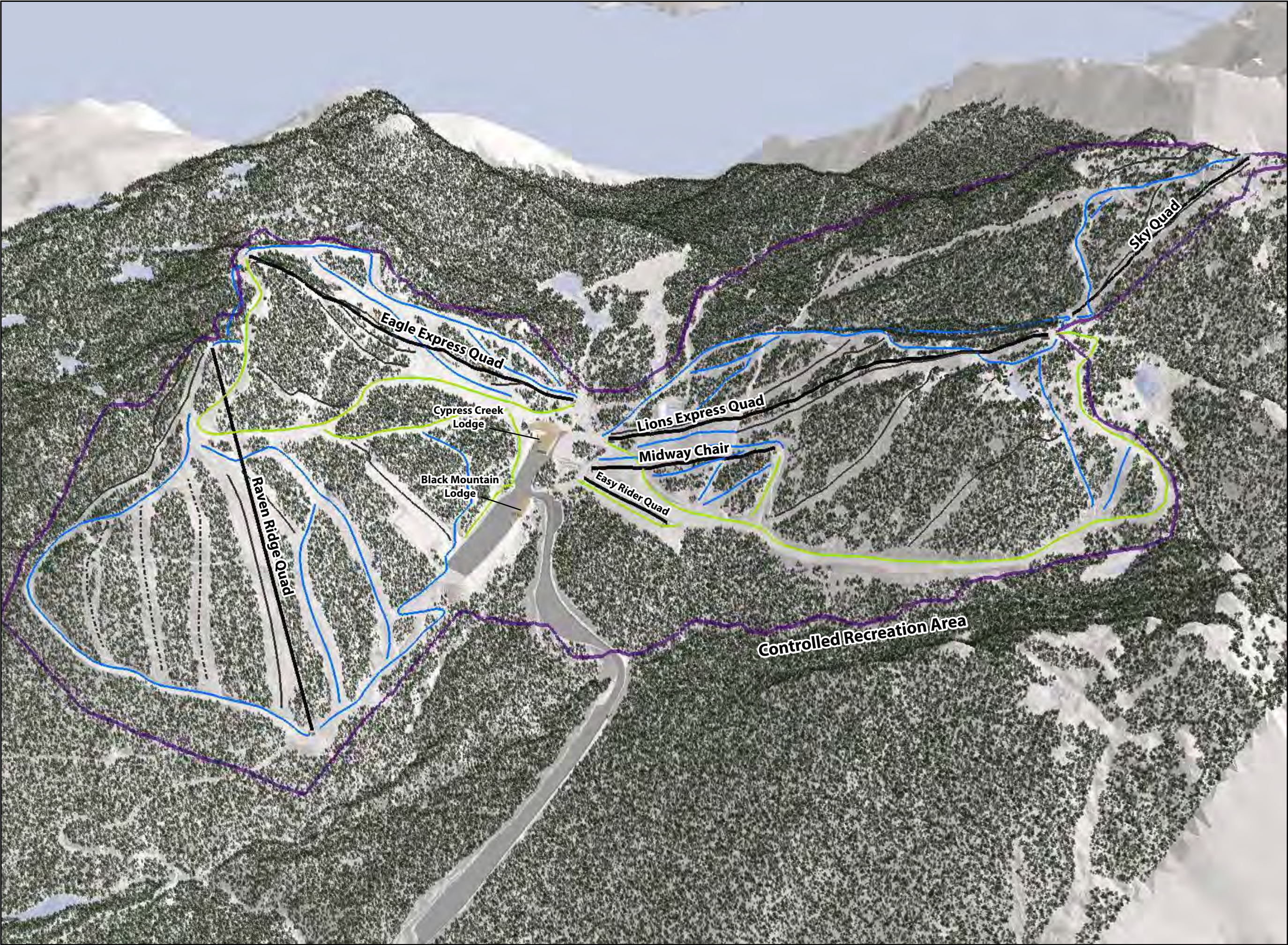
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Existing Ski Trails
by Skier Class
Alpine Area
Figure 2-7a

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Cypress Mountain
Master Plan
2026



Legend

- Existing Lifts
- Controlled Recreation
- Existing Buildings
- Existing Hydrology
- Existing Roads and Parking**
 - Paved Parking
 - Paved Road
 - Paved Shoulder
- Ski Trails - Difficulty**
 - Expert
 - Advanced
 - Intermediate
 - Beginner

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Existing Ski Trails
by Skier Class
Alpine Area 3D

Figure 2-7b

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2.5.4 Alpine Area: Existing Downhill Capacity

Ski trail capacity is a function of the acceptable density of skiers per hectare, rated by skier skill class (Table 2-7).

Table 2-7. Acceptable Densities for Ski Trails by Skill Class

Skill Class	Density Applied at CMR
Beginner	105
Novice	80
Low Intermediate	55
Intermediate	40
Advanced	28
Expert	14

Cypress Mountain Resort is a regional ski area that serves a large day-use skier marketplace. As such, the acceptable trail density was set relatively high compared to resorts in the Okanagan, Kootenays, or Rockies, and guests are likely to expect and accept a more crowded experience. Table 2-8 details the capacity of the trails by skier skill class within each pod and for the entire existing ski trail development at CMR. From this, BHA established the total downhill ski trail capacity at CMR at 4,713 skiers per day.

Table 2-8. Existing Downhill Comfortable Carrying Capacity.

Pod	Vertical (m)	Skiable Area (ha)	Downhill Capacity by Skill Class						Total Capacity
			Beginner	Novice	Low Intermediate	Intermediate	Advanced	Expert	
Easy Rider	54	1.8	0	147	0	0	0	0	147
Midway	128	4.7	0	62	220	0	0	0	283
Lions Express	352	53.3	0	444	576	62	426	167	1,675
Sky Quad	182	29.1	0	0	14	380	166	92	653
Eagle Express	273	25.9	0	548	48	417	134	19	1,165
Raven Ridge	348	22.4	0	49	91	345	305	0	790
Totals		137.1	0	1,251	949	1,203	1,030	279	4,713

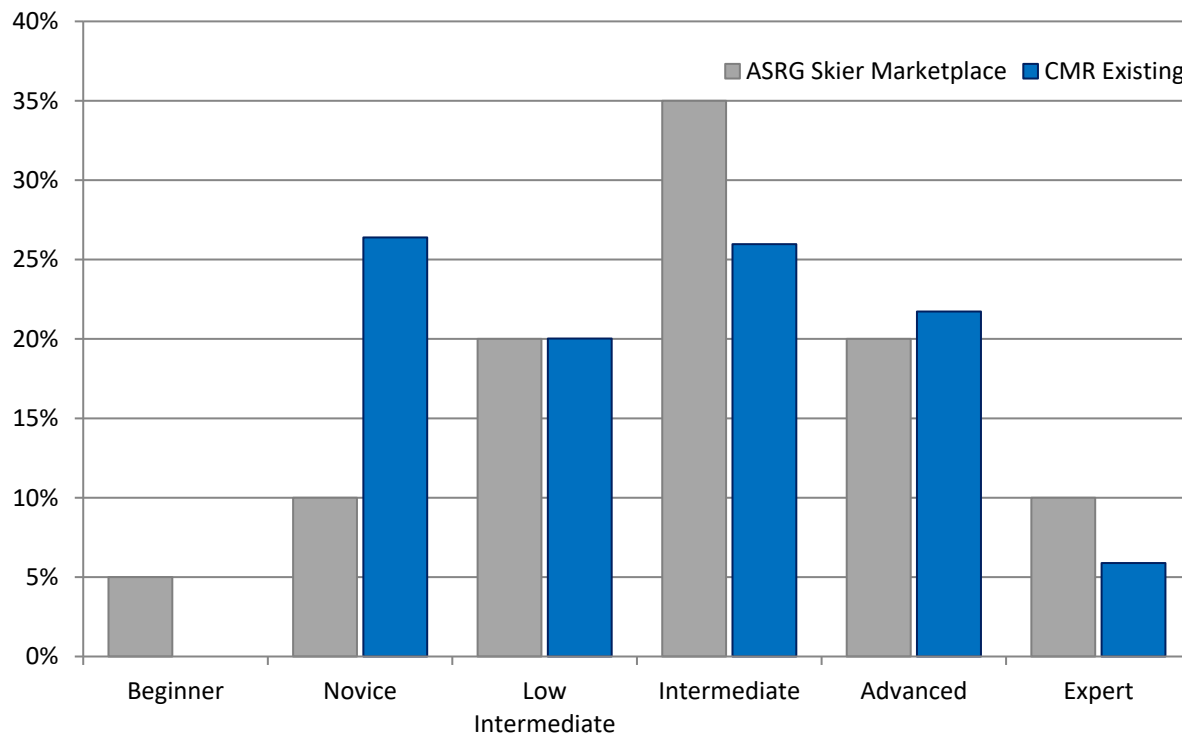
2.5.5 Alpine Area: Existing Terrain Distribution

The existing alpine trail network was assessed for its degree of alignment with the accepted distribution of the skier marketplace as defined in the BC All Season Resort Guidelines (ASRG). The ASRG distribution was used as a benchmark to evaluate the existing skier distribution at CMR and identify where there may be deficits in ski terrain. The market distribution of the existing CMR terrain compared to the ASRG industry standard is illustrated in Table 2-9 and Chart 2-4.

Table 2-9. Existing Terrain Distribution

	CMR Existing	ASRG Skier Marketplace
Beginner	0%	5%
Novice	26%	10%
Low Intermediate	20%	20%
Intermediate	26%	35%
Advanced	22%	20%
Expert	6%	10%

Chart 2-4. Existing Terrain Distribution



A review of the existing terrain distribution illustrates that CMR has a relatively good distribution of ski terrain, generally aligning with industry standards for the low intermediate/intermediate and advanced/expert segments of the market. However, while there is ample novice terrain, there are opportunities to address disparities between existing and market distributions of beginner terrain, or the terrain needed for those who

are just learning how to ski. These imbalances have been addressed to the greatest degree possible in Section 4 of the Cypress Mountain Resort Ski Resort Development Plan.

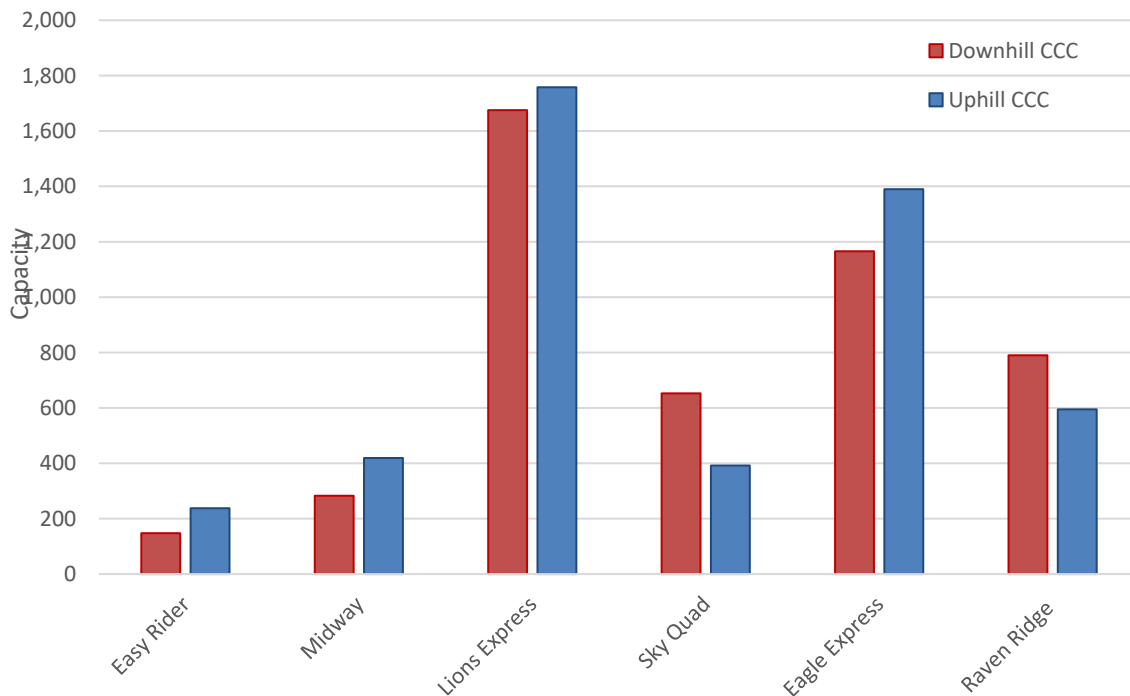
2.5.6 Alpine Area: Existing Lift Balance Assessment

Ideally, the Downhill CCC of the ski trails should match the Uphill CCC of the ski lifts, resulting in a balanced ski product, in which lift lines are not too lengthy, and ski trails are neither overcrowded nor empty. This holds over the entire ski area and for each ski pod area. By comparing the Uphill CCC and Downhill CCC for each pod, points of imbalance can be identified. Subsequently, improvements can be made to rectify the imbalances and improve the overall quality of experience at the ski resort. The existing lift and trail balance for CMR is outlined in Table 2-10 and Chart 2-5.

Table 2-10. Lift Comfortable Carrying Capacity

Lifts	Uphill CCC	Downhill CCC
Easy Rider	238	147
Midway	419	283
Lions Express	1,757	1,675
Sky Quad	392	653
Eagle Express	1,390	1,165
Raven Ridge	595	790
	4,792	4,713

Chart 2-5. Existing Lift and Trail Balance



2.5.7 Alpine Area: Existing Comfortable Carrying Capacity

Comfortable Carrying Capacity (CCC) is a measure of the optimum number of skiers who can utilize the ski area at one time while being guaranteed a pleasant outdoor sport and recreation experience without causing a decline in the quality of the physical or sociological environment.

As detailed in the previous sections, Uphill CCC was established at 4,792, while Downhill CCC was determined to be 4,713. As the uphill capacity of the lifts surpasses the corresponding downhill capacity of the trails, the CCC of CMR's alpine facilities is set at 4,713 skiers. Utilizing the lower of these two capacities ensures that neither is exceeded.

2.5.8 Nordic Area: Existing Comfortable Carrying Capacity

Cypress Mountain Resort has the largest Nordic trail network in Metro Vancouver and the Fraser Valley, and regularly receives more than 1,000 guests on peak winter weekends. The Resort offers lessons in both skate and classic styles. An on-site rental facility complements the ski school, making it easy for inexperienced guests to try Nordic skiing.

The trail network includes approximately 22 km of Nordic trails, 7.5 km of which are available for night skiing. The Nordic trail network connects guests to Hollyburn Lodge, the Nordic Café, a warming hut, Hollyburn Peak, and a lookout that offers views of the Metro Vancouver region.

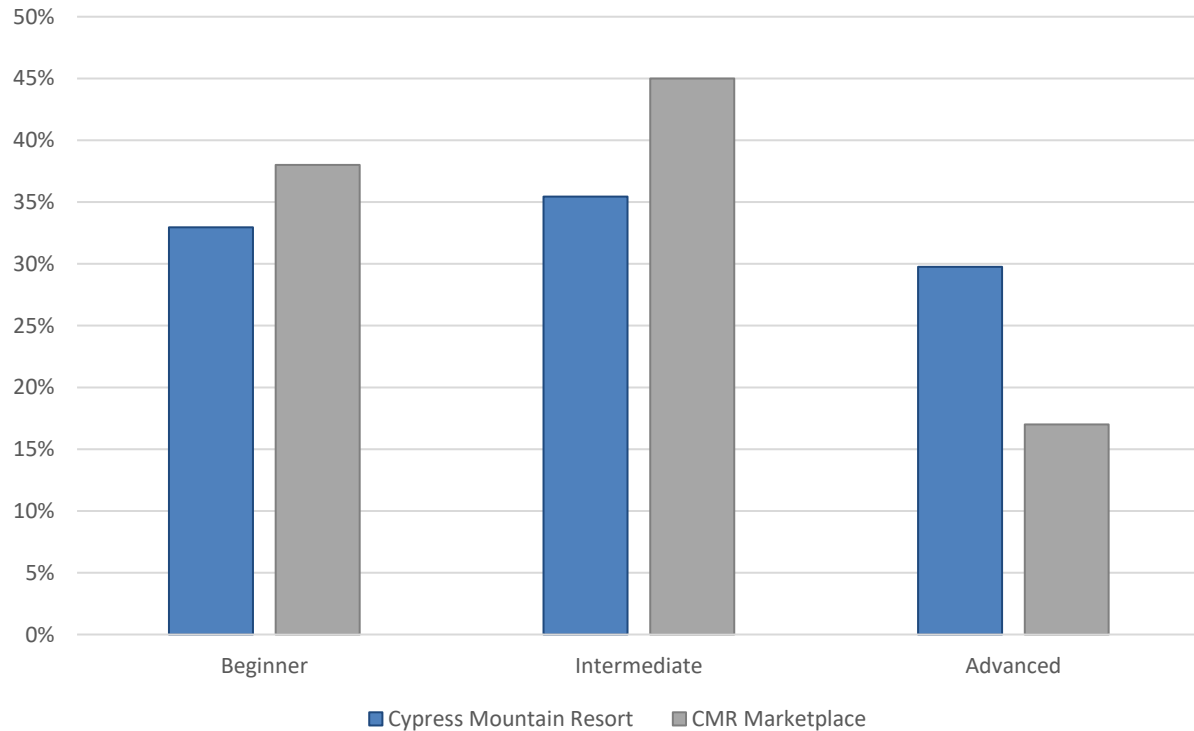
Recognizing the significant role Nordic skiing has at CMR, establishing the Comfortable Carrying Capacity for the Nordic trail network was critical to ensure this recreational opportunity continues to meet guest expectations. Accordingly, BHA applied industry-standard acceptable linear skier densities to the trail network at CMR. Based on these densities, and assuming two-way travel on all trails, the CCC for the Nordic area was set at 884 (Table 2-11).

Table 2-11. Nordic Trail Network Comfortable Carrying Capacity

Pod	Trail Length (km)	Nordic CCC by Skill Class			Total
		Beginner	Intermediate	Advanced	
Nordic	22.3	368	316	199	884

BHA also examined the Nordic trail network in relation to the distribution of Nordic skiers found in the Metro Vancouver marketplace (Chart 2-6). Relative to the marketplace, CMR has an overabundance of advanced terrain but has a deficit of beginner and intermediate terrain. Opportunities to address this imbalance were incorporated into the preferred concept for CMR presented in Section 4.

Chart 2-6. Nordic Area Trail Balance Assessment



2.5.9 Additional Existing Winter Activities

With a resort that focuses primarily on winter skiing and snowboarding like CMR, the calculation of the alpine skiing capacities becomes the single most important planning indicator. However, as noted above, other attractions that add to the overall capacity of the resort must be included to ensure a balance between recreational activities and the facilities and services provided in the base area. The capacity of additional facilities and attractions, such as tubing and snowshoeing, must be calculated and added in a cumulative fashion to determine the resort's Balanced Resort Capacity (BRC). The BRC becomes the cornerstone when defining the appropriate amount of base area facilities (e.g., built space, infrastructure, and parking) to be established at the resort.

Given the unique layout of CMR, BHA established a BRC for both the Alpine Area and the Nordic Area. The additional activities noted below were allocated to the Nordic Area based on where the parking and staging facilities were located.

2.5.9.1 Snowshoeing

Cypress Mountain Resort offers 12.25 km of self-guided snowshoe trails within the Nordic Ski Area. Of these, 2 km are beginner, 2.5 km are intermediate, and 7.75 km are advanced. The snowshoe trail network connects guests to the historic Hollyburn Lodge as well as a warming hut and the summit of Hollyburn Peak (1,326 m).

The Resort also offers a range of snowshoe tours and programs for those looking to add to their snowshoe experience. Tours include introductory programs designed to get the inexperienced comfortable with winter recreation, fondue tours that blend snowshoeing with a gourmet mountain meal, music tours with live music hosted at the Hollyburn Lodge, and full moon tours, where guests explore the mountain under the light of the moon.

On an average day, it is estimated that the snowshoe trails and programming at CMR attract approximately 200 guests.

2.5.9.2 Tube Park

Gnarly's Tube Park is located adjacent to the Nordic Base Area, a short walk from the parking area and Nordic Café. The tube park has 6 lanes serviced by a dedicated surface lift (the Tube Park Tow) and can accommodate approximately 200 people at one time. Over an average day, Gnarly's Tube Park attracts approximately 250 guests.

2.5.9.3 Snowplay

Snowplay is the free and unstructured enjoyment of a winter mountain setting. It can include horse-drawn sleigh rides, winter festivals, sledding, ice skating, or simply exploring all the base area has to offer.

Currently, CMR offers a sliding area distinct from its tube park and dedicated snowplay space to guests looking to experience winter mountain play. It is estimated that snowplay experiences draw approximately 50 guests to CMR every day.

2.5.9.4 Passive Guests

In addition to the active visitors, non-participating guests must be included when determining space use requirements and the suitable amount of space dedicated to guest services at a ski resort. Parents, grandparents, and siblings visit to watch a family member participate in an activity, while some guests are content to explore the base area before jumping into a recreation experience.

Based on industry standards, the number of passive guests can vary between 5% and 15% at a regional ski area. Based on recent numbers from the CMR, passive guests are understood to account for 15% of daily visitation in the Alpine area and 10% of daily visitation in the Nordic area. This results in approximately 707 guests per day in the Alpine area and 138 guests per day in the Nordic area.

2.5.10 Backcountry Users

The rise of winter backcountry users in Metro Vancouver in recent years has been astounding. Backcountry snowshoeing and skiing, once the pastime of a few dedicated outdoor enthusiasts, have become go-to winter activities for the inexperienced to the accomplished. Cypress Park, sitting on the doorstep of Metro Vancouver, has become a favourite destination for weekend warriors throughout the winter months.

Currently, winter backcountry users can be thought of as two groups. The first, primarily snowshoers and winter hikers, traverse a backcountry access corridor through the Alpine Base area to access the popular Howe Sound Crest Trail, Black Mountain Trail, and the viewpoints they provide. Backcountry skiers accessing Black Mountain are permitted to ski out through the CRA along a designated trail at the end of their day. Any backcountry user crossing through the CRA is required to carry a Backcountry Access Corridor tag provided at the Black Mountain Lodge.

The second group, a mix of backcountry skiers and snowshoers, stages from Parking Lot 3B south of the Alpine Base Area and ascend the western slopes of Hollyburn Peak. The backcountry skiers are focused on the tree skiing available near the summit of Hollyburn Peak, while snowshoers are interested in the views from the summit.

Both groups utilize CMR's buildings and facilities as part of their activities, whether grabbing a bite to eat, using the washrooms, or relaxing with a cold drink. CMR respects and supports the public's continued access to recreational activities outside of its CRA, and will continue to serve as a staging area – a place to prepare or recoup – for these activities. However, the ability and responsibility to address future needs of these groups fall outside of CMR's mandate and jurisdiction. As such, CMR will continue to work closely with BC Parks, stakeholders, and the public to ensure appropriate access to these opportunities so they can continue to thrive.

2.5.11 Existing Balanced Resort Capacity

The Balanced Resort Capacity of the ski resort's activities and attractions forms the basis for determining the required capacity of all supporting facilities, such as restaurants, retail outlets, parking, and guest services. As illustrated in Tables 2-12a and 2-12b, CMR's existing BRC is 5,420 and 1,522 for the Alpine and Nordic areas, respectively. Collectively, CMR has a BRC of 6,942 guests per day.

Table 2-12a. Existing Alpine Balanced Resort Capacity

Total Alpine CCC	4,713
Passive Guests (15% of Capacity)	707
Alpine BRC	5,420

Table 2-12b. Existing Nordic Balanced Resort Capacity

Total Nordic CCC	884
Additional Activities (Winter)	
Snowplay	50
Tubing	250
Snowshoers	200
Total Additional	500
Total Facility Capacity	1,384
Passive Guests (10% of Capacity)	138
Nordic BRC	1,522

2.5.12 Existing Summer Activities

Cypress Mountain Resort is predominantly a winter recreation destination, but summer opportunities are growing in popularity. The mountains and the surrounding landscape provide a stunning natural setting with amazing views of Howe Sound and Metro Vancouver and a summer trail network that attracts guests from across the region.

2.5.12.1 Hiking

Cypress Park is fast becoming one of the most popular hiking destinations in Metro Vancouver. The hiking trail network includes the well-known viewpoints at Eagle Bluffs and St. Mark's Summit and connects to the Baden Powell Trail and the ever-popular Howe Sound Crest Trail. In total, Cypress Park offers more than 50 km of hiking trails ranging from short 1-hour loops to intense overnight excursions.

While the destinations sought by hikers lie outside the CRA, Cypress Mountain Resort is a central staging area for the surrounding trails. Hikers make use of the base area facilities and parking areas at the start and end of their day, including Crazy Raven Bar & Grill, which offers prepared food, a variety of drinks, and a patio.

2.5.12.2 Mountain Coaster

The Mountain Coaster is a gravity-driven monorail experience that was recently relocated from the Eagle Express area to the Easy Rider area. It winds its way down existing ski trails at speeds up to 40 km/hr. The Coaster is easily accessed from the base, a short walk from Cypress Creek Lodge, and is tied into hiking and other base area activities that together create a full outdoor recreation experience.

2.5.12.3 Road Cycling

While not in the Park, Cypress Bowl Road is a major draw for road cyclists. The road winds its way up the mountain from the Trans-Canada Highway, covering 11 km and ascending 650 m in the process. The road is part of the famous North Shore Triple Crown, which includes the summits of the three ski areas along the North Shore Mountains.

On sunny weekends, it is not uncommon to find dozens of riders attempting the climb or racing for a personal best. The route is so popular it has even become the setting for charity fundraising events, the Rotary Ride for Rescue and Cypress Mountain Hill Climb. With the climb behind them, many riders make their way to the base area to use guest facilities (e.g., washroom) or refuel at the Crazy Raven Bar & Grill before heading back down.

It is estimated that these summer activities collectively attract up to 900 guests to CMR on busy days. As CMR is primarily a winter-based recreation resort, summer visitation does not surpass winter season visitation and, as such, while summer activities are important to the fabric and vitality of CMR as a resort, they do not alter the Balanced Resort Capacity.

2.6 EXISTING BASE AREAS

2.6.1 Existing Skier-Related Built Space

Skier-related built space provides the expected and required services for a ski area to function properly during the ski day. These services include all built space (e.g., restaurants, retail, equipment rental, washrooms, ski patrol, administration, etc.) catering to day-use guests.

Currently, there are two main day lodges at CMR: The Cypress Creek Lodge in the Alpine Base Area and the Hollyburn Lodge in the Nordic Base Area. In addition, CMR offers the Black Mountain Lodge, which hosts community groups and serves park guests travelling into the backcountry, and the Nordic Café, which offers warm food and drinks for tubing and Nordic ski guests. Cypress Mountain Resort currently has approximately 84,000 ft² of space dedicated to ski-related services, allocated to different services in buildings across the Alpine and Nordic ski area. It should be noted that under the 2004 Amendment, CMR is approved for 107,961 ft². Most of the additional space is allocated to an improved and expanded Nordic area.

Recognizing that the distance between the two base areas significantly impedes pedestrian movement between them and that each area must provide for the full range of day user needs, the analysis of base area facilities has been separated into Alpine and Nordic Base Areas (Table 2-13a and 2-13b).

Table 2-13a. Breakdown of Existing Built Space (ft²) – Alpine Area

Service/Function	Cypress Creek Lodge	Black Mtn Lodge	Alpine Ski Patrol	Lift Maintenance and Ops	Vehicle Maintenance	Total (sq. ft.)
Restaurants and Related Facilities						
Restaurant Seating	9,989	-	-	-	-	9,989
Kitchen/Scramble	5,668	-	-	-	-	5,668
Bar/Lounge	3,737	-	-	-	-	3,737
Subtotal	19,394	-	-	-	-	19,394
Retail						
Equipment Rental/Repair	7,364	-	-	-	-	7,364
Retail	1,172	-	-	-	-	1,172
Subtotal	8,536	-	-	-	-	8,536
Skier Services						
Washrooms	2,968	725	-	-	211	3,904
Ski School	5,595	-	-	-	-	5,595
Ski Patrol/First Aid	-	-	888	-	-	888
Public Lockers	-	960	-	-	-	960
Day Care	-	-	-	-	-	0
Ticket Sales	1,195	-	-	-	-	1,195
Other	-	2,765	-	-	-	2,765
Subtotal	9,758	4,450	888	-	211	15,307
Operations						
Administration	839	3,525	318	364	141	5,187
Employee Lounge / Lockers	140	2,015	600	224	320	3,299
Back of House						
Storage Space	-	2,440	-	-	721	3,161
Mechanical/Furnace	1,466	1,025	-	364	5,360	8,215
Circulation/Walls/Waste	8,294	1,670	72	-	133	10,169
Subtotal	10,739	10,675	990	952	6,675	30,031
Total Ski-Related Space						
	48,427	15,125	1,878	952	6,886	73,268

Table 2-13b. Breakdown of Existing Built Space (ft²) – Nordic Area

Service/ Function	Hollyburn Lodge	Nordic Café	Nordic Ski Patrol	Nordic Tickets	Nordic Snowshoe and Ski Rentals	Nordic Restrooms and Ancillary	Nordic Warming Huts	Tube Park Buildings	Total (sq. ft.)
Restaurants and Related Facilities									
Restaurant Seating	1,176	728	-	-	-	-	953	-	2,857
Kitchen/Scramble	646	-	-	-	-	-	-	-	646
Bar/Lounge	-	170	-	-	-	-	-	-	170
Subtotal	1,822	898	-	-	-	-	953	0	3,673
Retail									
Equipment Rental/Repair	-	-	-	-	2,291	-	-	-	2,291
Retail	-	-	-	-	-	-	-	-	0
Subtotal	-	-	-	-	2,291	-	-	-	2,291
Skier Services									
Washrooms	140	-	-	-	-	450	-	-	590
Ski School	800	-	-	-	-	-	-	-	800
Ski Patrol/First Aid	-	-	220	-	-	-	-	-	220
Public Lockers	-	-	-	-	-	-	-	-	0
Day Care	-	-	-	-	-	-	-	-	0
Ticket Sales	-	-	-	232	128	-	-	-	360
Other	-	-	-	-	-	528	-	-	528
Subtotal	940	-	220	232	128	978	-	-	2,498
Operations									
Administration	-	-	100	344	64	-	440	48	996
Employee Lounge / Lockers	-	-	-	-	-	-	-	80	80
Back of House									
Storage Space	-	70	-	-	69	-	-	720	859
Mechanical/ Furnace	377	72	-	-	12	-	48	-	509
Circulation/Walls / Waste	65	-	-	-	-	-	-	-	65
Subtotal	442	142	100	344	81	-	488	848	2,509
Total Ski-Related Space									
Total Ski-Related Space	3,204	1,040	320	576	2,564	978	1,441	848	10,971

To determine if there is an appropriate mix and amount of built space at CMR, an inventory of built space in the Alpine and Nordic base areas was compared to industry standards for ski areas of a size and type similar to CMR. The objective was to identify any gross area deficiencies in the existing development that may, once corrected, make CMR a more balanced, enjoyable, and successful operation. The space use requirements are directly related to the BRC of the ski area, which, in the case of the CMR, is 5,420 and 1,522 visitors for the Alpine and Nordic areas, respectively (Table 2-14a and 2-14b).

Table 2-14a. Space Use Requirements (ft²) – Alpine Area

		CCC	4,713	
		BRC	5,420	
Service/Function	Existing Space (sq ft)	Space Required (sq ft)	Difference (sq ft)	% of Required
Restaurants and Related Facilities				
Restaurant	9,989	23,335	-13,346	43%
Kitchen/Scramble	5,668	9,334	-3,666	61%
Bar/Lounge	3,737	2,333	1,404	160%
Subtotal	19,394	35,002	-15,608	55%
Retail				
Equipment Rental/Repair	7,364	4,566	2,798	161%
Retail Sales	1,172	4,667	-3,495	25%
Subtotal	8,536	9,232	-696	92%
Skier Services				
Washrooms	3,904	8,066	-4,162	48%
Ski School	5,595	6,409	-814	87%
Ski Patrol/First Aid	888	1,838	-950	48%
Public Lockers	960	4,566	-3,606	21%
Day Care	0	5,428	-5,428	0%
Ticket Sales	1,195	609	586	196%
Other	2,765	0	2,765	-
Subtotal	15,307	26,915	-11,608	57%
Operations				
Administration	5,187	3,805	1,382	136%
Employee Lockers	3,299	1,522	1,777	217%
Subtotal	8,486	5,326	3,160	159%
Programmed Space	51,723	76,476	-24,753	68%
Back of House				
Mechanical/Furnace	8,215	4,589	3,626	179%
Storage	3,161	5,353	-2,192	59%
Circulation, Walls and Waste	10,169	6,118	4,051	166%
Subtotal	21,545	16,060	5,485	134%
Total Built Space	73,268	92,536	-19,268	79%

Table 2-14b. Space Use Requirements (ft²) – Nordic Area

		CCC	884	
		BRC	1,522	
Service/Function	Existing Space (sq ft)	Space Required (sq ft)	Difference (sq ft)	% of Required
Restaurants and Related Facilities				
Restaurant	2,857	6,553	-3,696	44%
Kitchen/Scramble	646	2,621	-1,975	25%
Bar/Lounge	170	655	-485	26%
Subtotal	3,673	9,830	-6,157	37%
Retail				
Equipment Rental/Repair	2,291	856	1,435	268%
Retail Sales	0	1,311	-1,311	0%
Subtotal	2,291	2,167	124	106%
Skier Services				
Washrooms	590	1,512	-922	39%
Ski School	800	476	324	168%
Ski Patrol/First Aid	220	342	-122	64%
Public Lockers	0	856	-856	0%
Day Care	0	1,018	-1,018	0%
Ticket Sales	360	114	246	315%
Other	528	0	528	-
Subtotal	2,498	4,318	-1,820	58%
Operations				
Administration	996	713	283	140%
Employee Lockers	80	285	-205	28%
Subtotal	1,076	999	77	108%
Programmed Space	9,538	17,313	-7,775	55%
Back of House				
Mechanical/Furnace	509	1,039	-530	49%
Storage	859	1,212	-353	71%
Circulation, Walls, and Waste	65	1,385	-1,320	5%
Subtotal	1,433	3,636	-2,203	39%
Total Built Space	10,971	20,949	-9,978	52%

Viewed individually, the Alpine and Nordic base areas present different challenges and opportunities. In the Alpine area, total built space is approximately 21% below requirements established by industry standards. In contrast, the Nordic area has a significant lack of built space, which needs to increase by approximately 100% (from 10,971 ft² to 20,949 ft²) to meet the needs of existing visitors.

The distribution of the required additional space in both locations is not uniform. A review of the totals and ratios indicates that some segments of built space in both the Alpine and Nordic are below industry standards, suggesting changes should be considered in future

developments and upgrades. In both areas, this includes additional Restaurant and Kitchen space, Washrooms, Retail, and Public Lockers. Day Care space has been highlighted as a use that needs attention in both areas, but this could be addressed through expanded Ski School programming, rather than dedicated childcare space, depending on the interest in the market. These deficiencies are addressed through the concepts for the Alpine and Nordic base areas discussed in Section 4.

2.6.2 Existing Parking

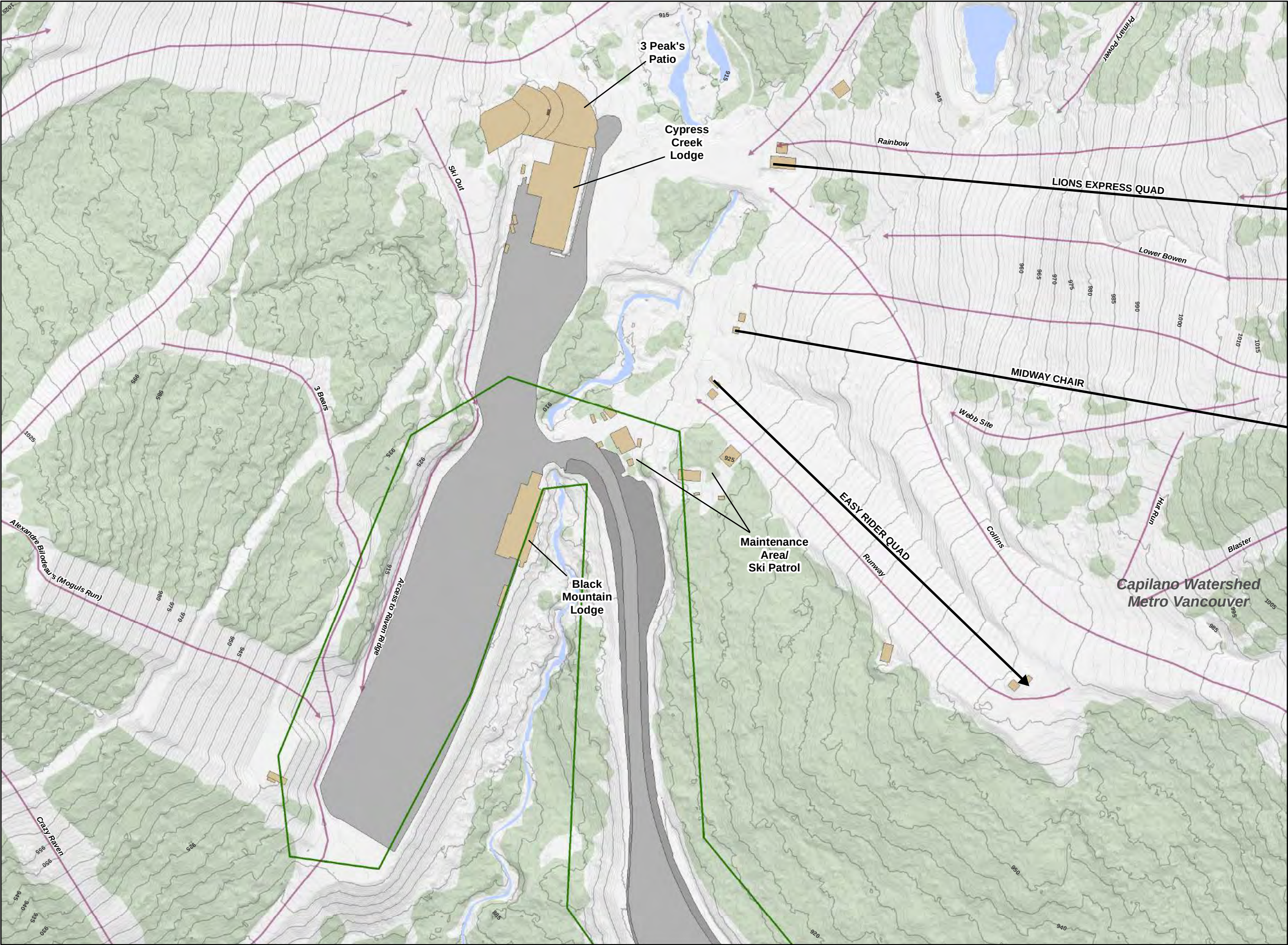
Parking at Cypress Mountain Resort has been highlighted as an ongoing challenge. The existing day-use parking lots in the Alpine area are often at or above capacity on busy weekends and during the period around the Christmas Holidays. Further, in its existing layout, connectivity between distant lots and the base area has proven to be a challenge for guests. To address these issues, CMR has developed a parking lot shuttle to reduce walking times, implemented a carpool program with incentives for both guests and staff, and partnered with a charter bus company to provide a resort shuttle with service to several points in Metro Vancouver for those looking to get out of their cars altogether. Section 4 of the SRDP builds on these efforts and will address issues related to parking capacity and guest circulation.

Table 2-15 presents the use and capacities of the existing parking lots at CMR. Of note, some of the lots are outside of the Resort's CRA and improvements or expansions to these must be led by BC Parks.

Currently, the site has 2,540 parking stalls and capacity for 4 buses. Assuming each car carries an average of 2.3 guests and each bus can carry 50 guests, the site can currently accommodate 6,042 guests at one time between the Alpine and Nordic ski areas.

Table 2-15. Existing Parking Capacity

Area	Location	Car Capacity	Bus Capacity	Guest Capacity
Alpine	P1/P1A	750	4	1,925
	P2	90		207
	P3A	420		966
Nordic	P4	480		1,104
Subtotal		1,740	4	4,202
With BC Parks	P3B	600		1,380
	Nordic Roadside	120		276
	P5	80		184
Subtotal		800		1,840
TOTAL		2,540	4	6,042



Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- Existing Ski Runs
- Cypress Park
- Controlled Recreation Area
- Existing Buildings
- Existing Hydrology
- Existing Roads and Parking
 - Paved Parking
 - Paved Road
 - Paved Shoulder

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Existing Conditions
Alpine Area
Winter

Figure 2-8

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Cypress Mountain
Master Plan
2026

Legend

- Existing Nordic Ski Trails
- Existing Lifts
- Cypress Park
- Controlled Recreation Area
- Existing Buildings
- Existing Hydrology
- Existing Roads and Parking
 - Paved Parking
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1:2,500
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Existing Conditions
Nordic Base Area
Winter

Figure 2-9

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2.7 POPULATION AND MARKET DEMOGRAPHICS AND TRENDS

2.7.1 Metro Vancouver Population and Trends

As of 2025, Metro Vancouver had a population of 3.09 million people and was one of the fastest-growing regions in Canada⁷. Between 2011 and 2022, the population grew by approximately 20%, the third-fastest growth rate provincially, behind only the Okanagan and Sea to Sky Corridor. This pattern is expected to continue in the coming decades, with the population projected to increase by another 700,000 people by 2045⁷.

Notably, the increase in population is being driven primarily by international immigration. Metro Vancouver's natural landscape, economic prosperity, and educational opportunities are attracting new residents from across Asia, the Middle East, and Europe. In 2011, 48% of residents were immigrants or the children of immigrants, with 78% of these coming from Asia/Middle East, 10% from Europe, and 3% from Africa⁸. By 2036, it is projected that approximately 72% of residents in Metro Vancouver will be immigrants or the children of immigrants⁸. This has important implications for CMR as these new Canadians may be unfamiliar with or encounter barriers to participation in all-season mountain recreation.

The structure of Metro Vancouver's population is also expected to change in the coming decades. In 2025, there were approximately 906,000 residents over 54 years old in Metro Vancouver⁷. This age group is projected to increase to 1.24 million residents by 2045⁷. In comparison, there are approximately 2.18 million residents under 54 years of age in Metro Vancouver, and this group is projected to increase by a similar amount to 2.52 million residents by 2036⁸. The growth of those 54 years old and greater could influence CMR, as this age group typically has more disposable income than young professionals or those with young families. However, as discussed below (see Table 2-16), participation in skiing could decline at the same time, indicating that CMR should explore opportunities for new accessible activities or programming tailored to this age group. Additionally, as the population under 54 is projected to continue growing in the coming decades, if participation rates remain static, visitation at CMR is likely to increase, creating additional demand for skiing and complementary recreational activities.

⁷ BC Stats (2026). Population Estimates. Retrieved from: <https://bcstats.shinyapps.io/popApp/>

⁸ Statistics Canada (2019). Immigration and Diversity: Population Projections for Canada and its Regions, 2011 to 2036. Retrieved from: <https://www150.statcan.gc.ca/n1/pub/91-551-x/91-551-x2017001-eng.htm>

2.7.2 Metro Vancouver Skier Marketplace

Residents of the Metro Vancouver region are active outdoor enthusiasts. On average, a resident participates in an outdoor recreational activity almost once a week⁹. Further, while population growth has increased at approximately 1.1% annually, recent growth in participation in outdoor recreation activities has increased by 3.9% annually on average¹⁰. Relevant to CMR, though accessible, low-impact activities such as walking/hiking or wildlife viewing have been the dominant activities, residents are increasingly seeking out more challenging activities, such as skiing, snowboarding, and cycling⁹.

The outdoor community in Metro Vancouver includes an active group of skiers and snowboarders. The region is home to approximately 190,000 alpine skiers and snowboarders, and another 71,000 cross-country skiers, or approximately 8% of the region's population¹¹. Alpine skiers spend an average of 1.39 million days skiing each year, while cross-country skiers account for another 519,000 days skiing¹² which together represent approximately a quarter of all days skied in British Columbia.

In recent years, CMR has averaged approximately 550,000 visits annually. While not all these visits were solely for alpine or Nordic skiing, past visitation indicates that a significant majority were. Given this and the estimated participation rates noted above, it is reasonable to assume that CMR is capturing approximately 29% of all ski trips (alpine and Nordic) taken by residents of Metro Vancouver. This is a considerable market share and a strong position within the regional ski industry. With the improvements proposed in Section 4 of this SRDP, Cypress Mountain Resort is well-positioned to retain its position as Metro Vancouver's premier regional ski resort.

The number of skiers and snowboarders within the Metro Vancouver marketplace leans slightly towards skiers (59% to 41%)¹¹. Snowboarders are on average younger than skiers, but for both disciplines, participation is greatest among those aged 35 to 49 (Chart 2-7).

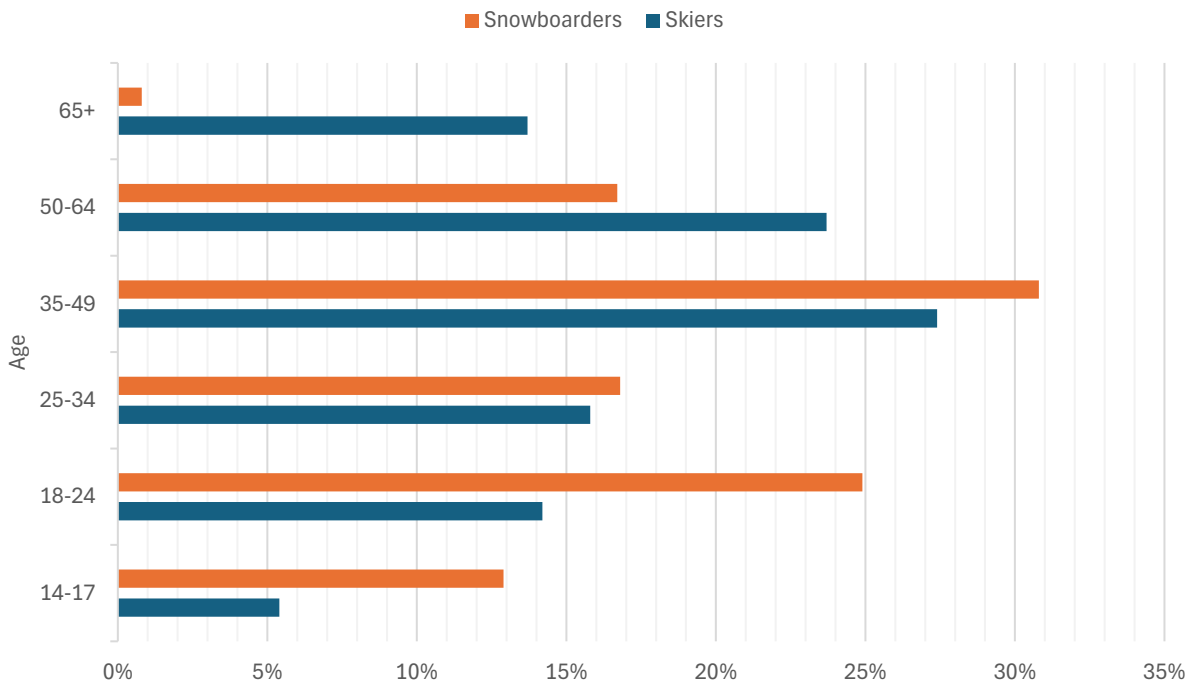
⁹ Metro Vancouver & Fraser Valley Regional District (2011). Regional Outdoor Recreation Opportunities Study.

¹⁰ Metro Vancouver: Visits, Visitor Services & Volunteering by the Numbers (2017).

¹¹ Canadian Ski Council (2019). Stats & Facts: Ski and Snowboard Industry 2018/19

¹² Assumes 7.3 days skied per skier each year (RRC Associates, 2019).

Chart 2-7. Active Canadian Skiers and Snowboarders by Age Bracket



2.8 TRENDS IN GUEST EXPECTATIONS

The all-season mountain resort industry in British Columbia is dynamic and continually evolving, driven in part by shifting guest behaviours and expectations. Cypress Mountain Resort is no exception, and its location adjacent to a major population centre in a competitive marketplace puts additional importance on understanding and responding to shifting guest expectations.

Recent trends in guest expectations reflect broader societal trends, particularly those related to digital connectivity, inclusivity, and lifestyle diversity. The widespread adoption of mobile devices and communication technology has created an expectation for consistent, high-quality internet access across the resort. Guests increasingly rely on connectivity not only for social media engagement and digital trail navigation but also for remote work and group coordination while on the mountain. As such, mobile coverage, Wi-Fi access, and infrastructure such as public charging stations are becoming essential components of the resort experience.

At the same time, there is a growing desire for improved social spaces where guests can engage more personally with friends and others. Smaller, more intimate environments that support conversation and comfort are increasingly favoured over large, impersonal venues. This preference is evident across a range of resort facilities, including day lodges, cafés, restaurants, and accommodations.

On the mountain itself, guest priorities are also evolving. The traditional skier focused on maximizing vertical descent is being complemented—and in some cases replaced—by

visitors seeking a broader array of experiences. Many now look to combine skiing or snowboarding with other recreational pursuits such as tubing, Nordic skiing, fat biking, or backcountry touring. There is also increasing interest in integrating health and wellness activities or culinary experiences into a visit to the resort. Correspondingly, there is heightened attention to the range and quality of base area amenities, including food and beverage options, events programming (e.g., live music and festivals), and other complementary attractions within the surrounding area.

The demographic profile of resort guests is also changing. Among younger visitors, particularly those under 40, there is a noticeable decline in personal vehicle ownership, with a growing reliance on car-sharing services, public transit, and resort shuttles. This shift places a premium on connectivity to regional population centres, as well as on compact, pedestrian-oriented base area design that facilitates convenient movement throughout the resort. In parallel, there is a trend away from personal ownership of ski and snowboard equipment, with many guests preferring to rent gear on-site. Rental services now frequently include both beginner equipment and high-performance models available through boutique demonstration centres.

Finally, there is a growing expectation that mountain resorts offer welcoming and inclusive environments for a wide range of guests. This includes the provision of programming and services tailored to newcomers to winter recreation, individuals with disabilities, and members of the LGBTQ+ community. Initiatives such as Gay Pride and Ski Festivals illustrate this commitment in action. Inclusivity also extends to signage, language, wayfinding, and food and beverage offerings that reflect diverse cultural and dietary preferences, including vegetarian, vegan, gluten-free, and Halal or Kosher options.

These emerging trends represent not only challenges but opportunities for resorts such as CMR to remain competitive and responsive in a rapidly changing recreational landscape.

3. SITE INVENTORY AND ANALYSIS



3.1 INTRODUCTION

The existing CRA and surrounding lands were identified as the study area to assess the resort's development potential. Though lands outside the CRA are beyond CMR's control, and the SRDP includes no projects on them, understanding how they may influence or be influenced by CRA activities was important. Combining high-level topographic mapping with 20-metre contours and more detailed LiDAR mapping (with 5- and 1-metre contours), a digital terrain model was created. Subsequent analyses were completed to initiate and guide the mountain and base area planning processes.

3.2 MOUNTAIN TERRAIN ASSESSMENT

The CMR study area was analyzed in terms of slope, elevation, and aspect to understand its winter and summer development potential. The map analyses, combined with historical weather data and site visits, culminated in an understanding of the study area's capacity to support expanded, four-season recreation activities.

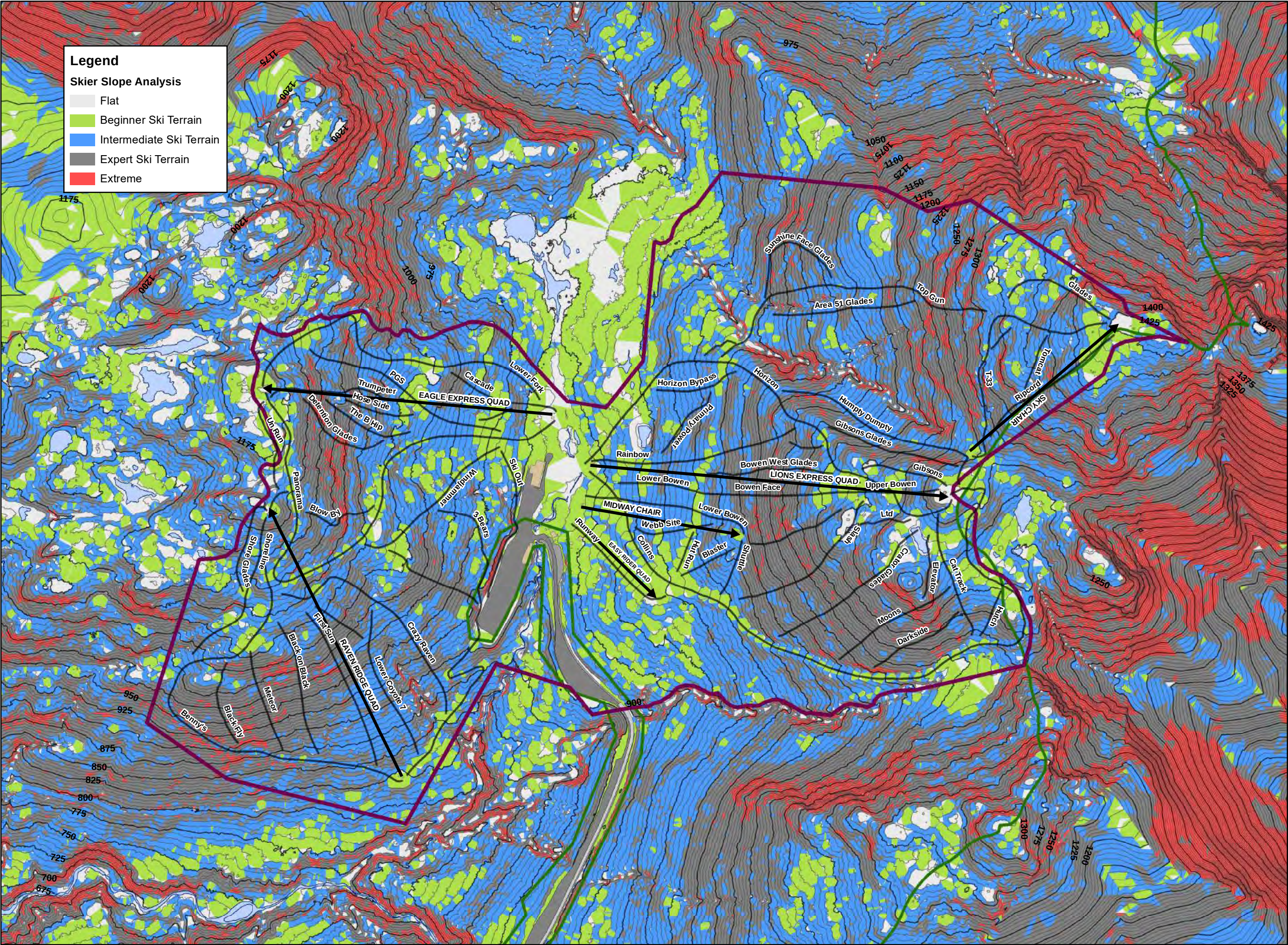
3.2.1 Alpine Ski Slope Analysis

The Mountain Ski Slope Analysis divides the topography of the study area into a range of skiable gradients defined by each of the primary skier skill classes (Figure 3-1). These are as follows:

Table 3-1. Ski Slope Gradients by Skill Class

Skill Class	Acceptable Low Gradient (%)	Acceptable High Gradient (%)
Beginner	8	15
Novice	15	25
Low Intermediate	25	35
Intermediate	35	45
Advanced	45	60
Expert	60	80
Extreme	80	+

The analysis highlights CMR's persistent challenge in providing enough beginner terrain to meet market demand. The downhill ski area is mainly intermediate and advanced terrain, the latter more prominent at higher elevations, the former mid-mountain. Contiguous beginner terrain exists at lower elevations near the base, and linear paths appear where CMR has developed beginner trails. However, unused beginner terrain is limited to small pockets at higher elevations, usually surrounded by more challenging terrain, limiting their potential as beginner trails unless significant grading is undertaken. Terrain just east and south of the Easy Rider Quad could be developed into beginner terrain. Further, terrain surrounding the Top Gun trail holds promise for additional advanced and expert terrain. These potential trails would use CMR's considerable skiable vertical, a differentiating characteristic among Metro Vancouver's local ski areas.



Legend

Skier Slope Analysis

- Flat
- Beginner Ski Terrain
- Intermediate Ski Terrain
- Expert Ski Terrain
- Extreme



Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- Existing Ski Runs
- Controlled Recreation
- Cypress Park
- Existing Buildings
- Existing Hydrology

Existing Roads and Parking

- Paved Parking
- Paved Road
- Paved Shoulder

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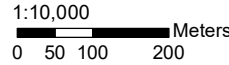
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Cypress
Ski Slope Analysis

Figure 3-1

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Cypress Mountain Resort does not lack for amazing terrain and incredible views

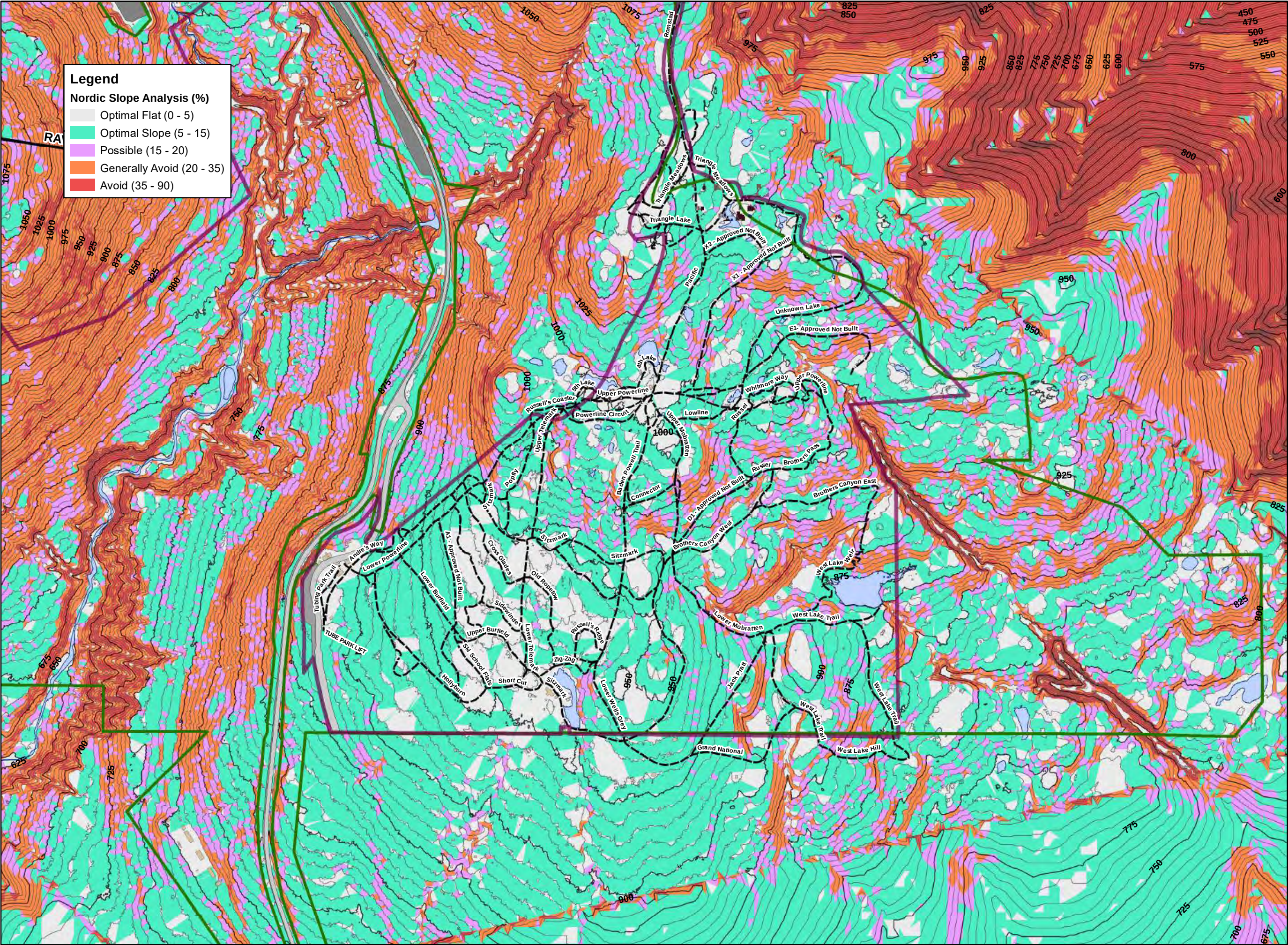
3.2.2 Nordic Ski Slope Analysis

BHA completed a Nordic Ski Slope Analysis to highlight the potential for CMR to support both Nordic skiing and snowshoeing (Figure 3-2). Like the Mountain Ski Slope Analysis, the terrain is colour-coded to illustrate the suitability of the land to support Nordic skiing (Table 3-2). In contrast to the Ski Slope Analysis, the slope gradient of the terrain does not strictly define the appropriate skier skill class, acknowledging that the development of a Nordic trail will likely require grading and terrain modification and that this, in turn, allows the resort to tailor a trail to a given skill class.

Table 3-2. Nordic Ski Slope Gradients by Suitability

Type of Terrain	Description	Acceptable Low Gradient (%)	Acceptable High Gradient (%)
Optimal Flat	Best range for trail hubs, trail intersections and development of trails suited to all skill levels	0	5
Optimal Slope	Best range for climbing turns and development of trails suited to intermediate to advanced skill levels	5	15
Possible	Maximum grade for switchbacks and for the development of expert trails	15	20
Generally Avoid	Switchbacks will require retaining structures	20	35
Avoid	Too steep for Nordic skiing and snowshoeing	35	+

The analysis indicates that the existing Nordic ski area occupies land dominated by terrain with Optimal Slope and pockets of Optimal Flat and Possible. The Nordic area is effectively confined by the physical characteristics of the land in the northwest and northeast by slopes too steep to develop. However, lands to the south, outside the Park boundary, are like those in the ski area, mainly comprised of Optimal Slope terrain. Terrain to the east of the CRA but within the Park also shows potential for Nordic trail development, though a steep depression (Avoid terrain) cuts across it from the northwest to the southeast. Overall, the existing Nordic ski area is well-positioned on the available land, and while opportunities to expand may be limited due to the Park boundary, options may exist for infill development, if desired.



Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- Existing Nordic Ski Trails
- Cypress Park
- Controlled Recreation
- Existing Buildings
- Existing Hydrology

Existing Roads and Parking

- Paved Parking
- Paved Road
- Paved Shoulder

Prepared for:



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0 50 100 200 Meters

Cypress
Nordic Slope Analysis

Figure 3-2

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Cypress Mountain Resort, at home in its natural surroundings and in the life of the community it serves

3.2.3 Mountain Bike Slope Analysis

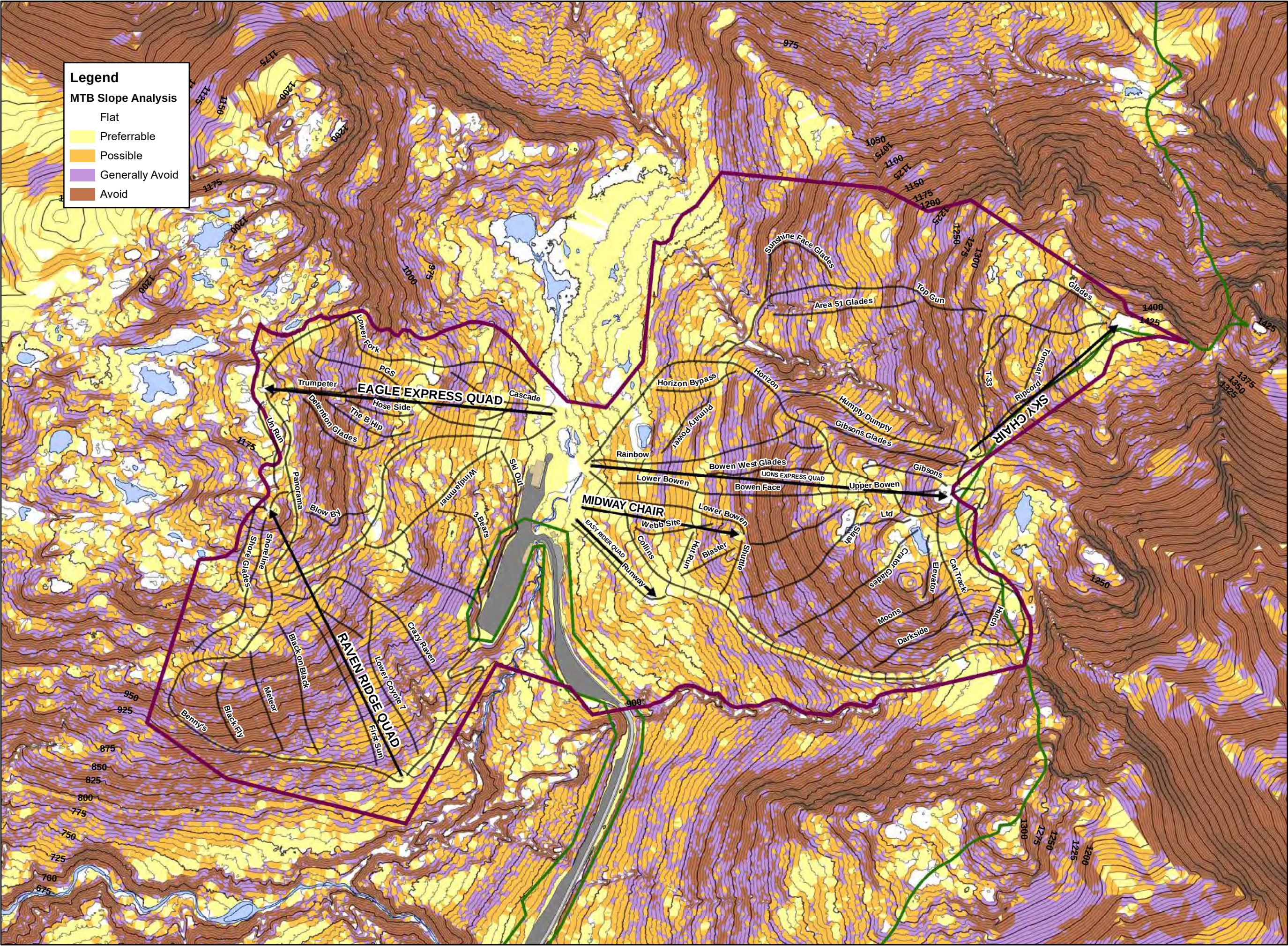
A Mountain Bike Slope Analysis was undertaken for both the Alpine and Nordic areas to help identify those lands with the suitable gradient for mountain bike trails (Figures 3-3 and 3-4, and Table 3-3). A Mountain Bike Slope analysis utilizes the same approach as a ski slope analysis but is altered to reflect the suitability of the land for the development of mountain bike trails. The key differences are that the slope angle is not the exclusive determinant of mountain bike trail difficulty, and slope is not classified by mountain bike skill class. Mountain bike trail development can occur on any slope (within reason), but difficulty in building and maintaining the trails increases significantly with natural slope gradients. The following table defines the gradients in terms of their desirability for downhill mountain bike park development.

Table 3-3. Mountain Bike Slope Gradients by Suitability

Type of Terrain	Description	Acceptable Low Gradient (%)	Acceptable High Gradient (%)
Flat	Try to Avoid. Drainage will be an issue.	0	5
Preferred	Best range for skill parks, trail hubs, trail intersections, climbing turns and all development of trails suited to all skill levels.	5	25
Possible	Maximum preferred grade for switchbacks	25	40
Generally Avoid	Switchbacks will require retaining structures.	40	55
Avoid	Too steep for use as mountain biking trails.	55	+

In the Alpine area (Figure 3-3), the lower slopes under the Lions Express Quad and the mid to lower slopes under the Eagle Express Quad have “Preferred” to “Possible” mountain bike terrain. However, bands of Avoid terrain (>55%) run across the higher elevations of both mountains, as well as throughout the Raven Ridge Quad and Sky Quad terrain pods.

The Nordic area has considerable potential for mountain biking (Figure 3-4), with the existing ski area dominated by terrain classified as Preferred. Moving from the Nordic base area northeast, a large contiguous area of Preferred slopes slowly gives way to gentle benched lands, with bands of Generally Avoid and Avoid classified terrain separating areas classified as Preferred and Possible. Existing Nordic and Snowshoe trails are routed through the most accessible areas of these bands, linking with the additional suitable benched terrain.



Legend

MTB Slope Analysis

- Flat
- Preferable
- Possible
- Generally Avoid
- Avoid



Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- Existing Ski Runs
- Controlled Recreation Area
- Cypress Park
- Existing Buildings
- Existing Hydrology

Existing Roads and Parking

- Paved Parking
- Paved Road
- Paved Shoulder

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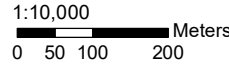
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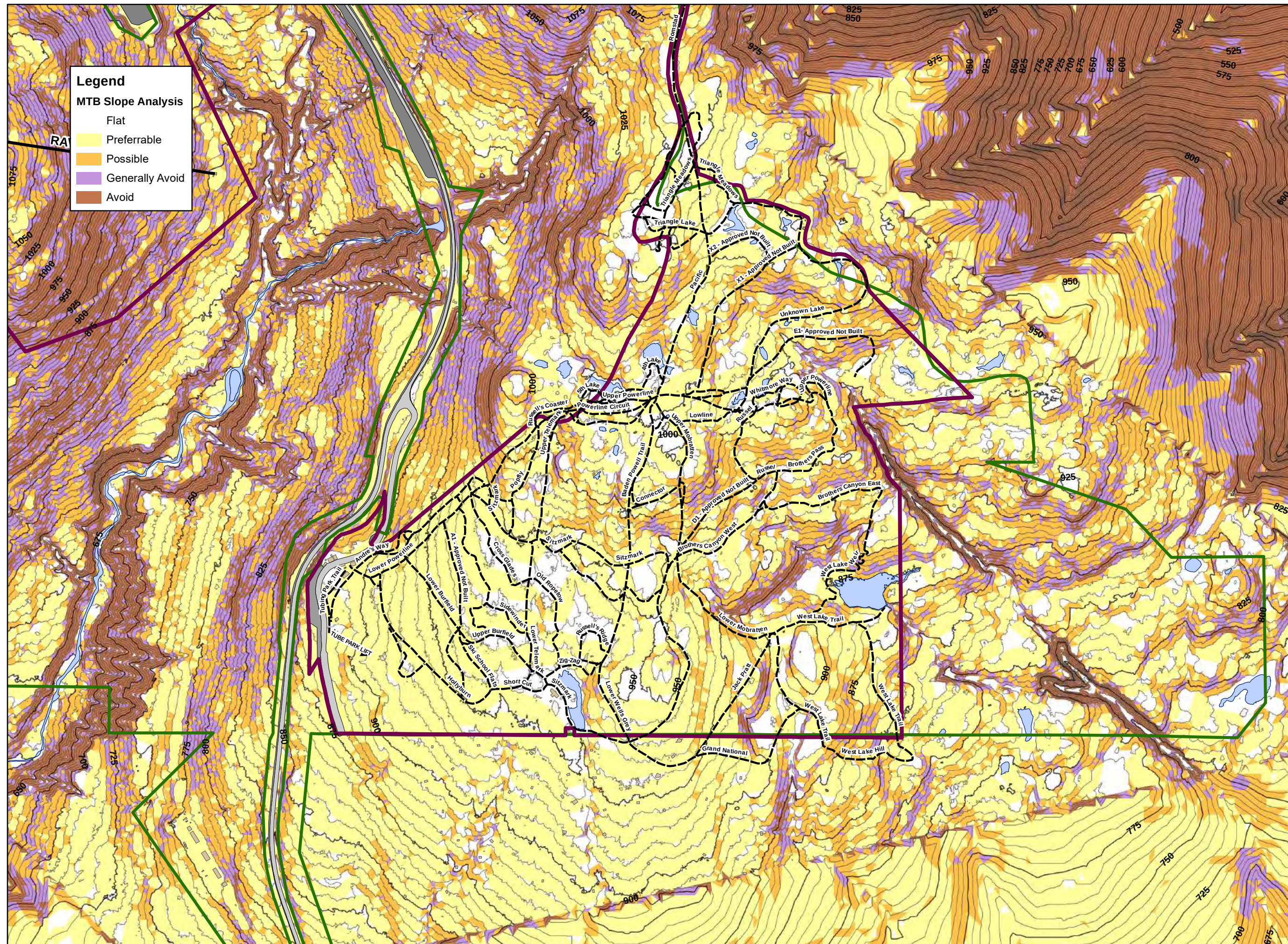
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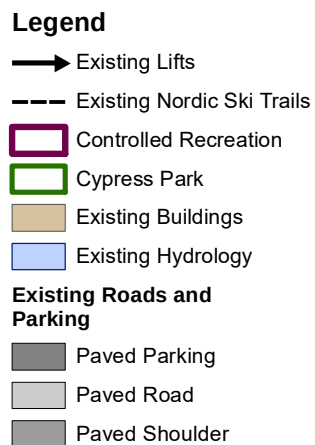


Cypress
MTB Slope Analysis
Alpine Area
Figure 3-3

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Cypress Mountain
Master Plan
2026



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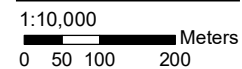
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Cypress Nordic Area MTB Slope Analysis

Figure 3-4

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After school or work, night skiing built to accommodate a metro Vancouver schedule, above the city lights

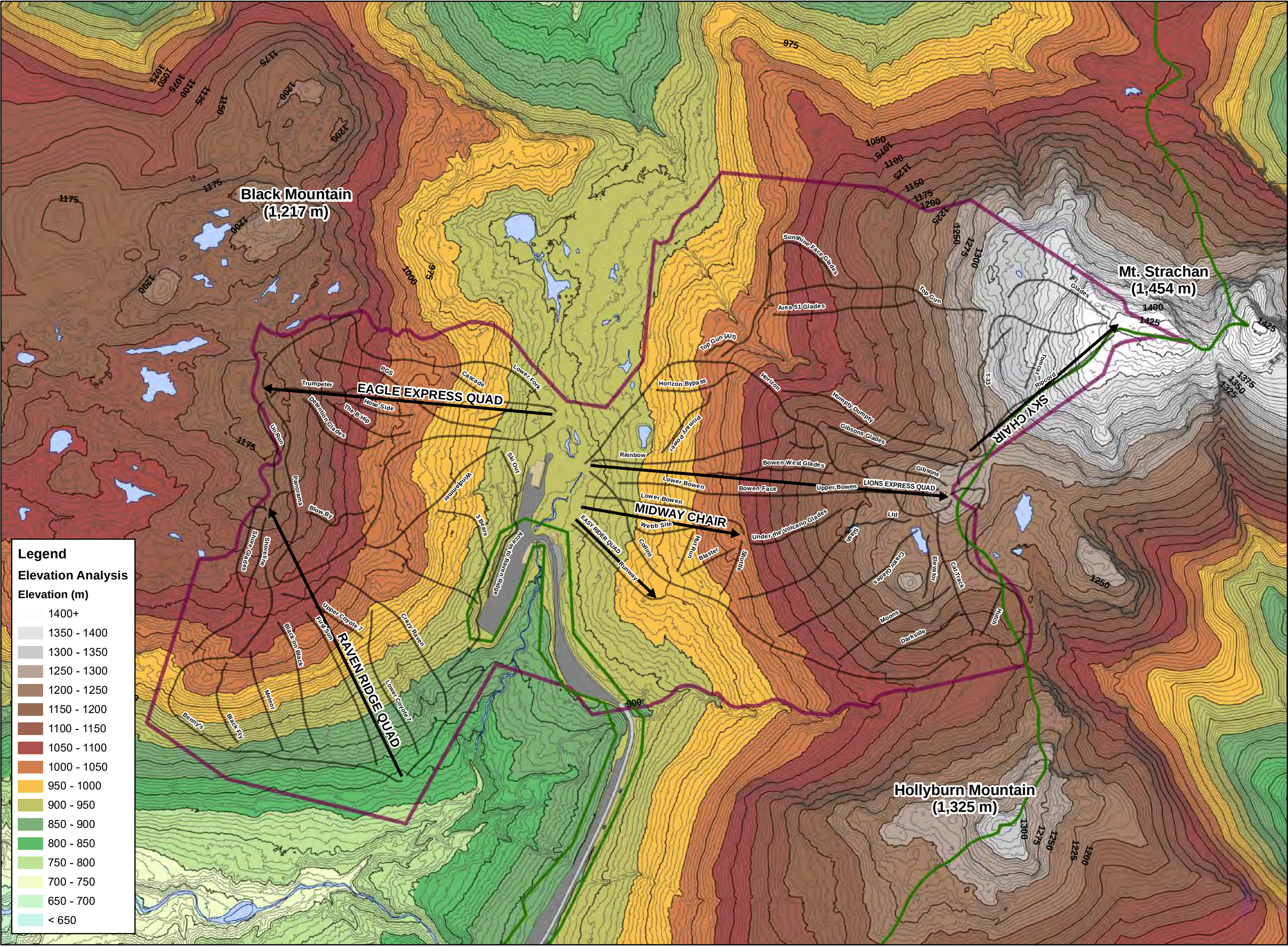
3.2.4 Alpine Mountain Elevation Analysis

The Alpine Mountain Elevation Analysis (Figure 3-5) slices the study area's topographic features into 50-metre increments, illustrating the land's height and “flow.” The downhill area is circled by Mount Strachan (1,454 m) to the north, Black Mountain (1,217 m) to the west, and Hollyburn Mountain (1,325 m) to the east. Hollyburn Ridge runs south from the peak of Hollyburn Mountain into the Nordic ski area.

The downhill base area sits in a valley between the peaks at approximately 925 m, the highest skiable terrain (Sky Quad) is at approximately 1,440 m, and the lowest developed ski terrain (Raven Ridge Quad) is at approximately 830 m. As such, CMR’s skiable vertical is 610 m, more than 50% greater than the neighbouring local mountains (Table 3-4).

Table 3-4. Resort Area Elevation and Skiable Vertical

Resort	Lowest Skiable Terrain (m)	Peak Elevation (m)	Vertical (m)
Cypress Mountain Resort	830	1,440	610
Mount Seymour Resort	935	1,265	330
Grouse Mountain Resort	850	1,250	400



Cypress Mountain
Master Plan
2026

Legend

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- Existing Ski Runs
- Cypress Park
- Controlled Recreation Area
- Existing Buildings
- Existing Hydrology

Existing Roads and Parking

- Paved Parking
- Paved Road
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Cypress
Elevation Analysis

Figure 3-5

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Sky Quad – The top of Cypress Mountain Resort and the highest skiing on the North Shore

3.2.5 Alpine Mountain Aspect Analysis

The Aspect Analysis involves colour-coding the topographic features of the study area to illustrate the orientation and geographical exposure with respect to the eight points of the compass (Figure 3-6). Receiving reduced direct sunlight, northern exposures are better suited for snow retention and, therefore, better suited for ski trail development. Southern exposures can prove problematic as ski terrain due to reduced snow retention capabilities and a greater probability of snowpack reliability problems. However, southern orientations are more desirable for base area developments and on-mountain lodges.

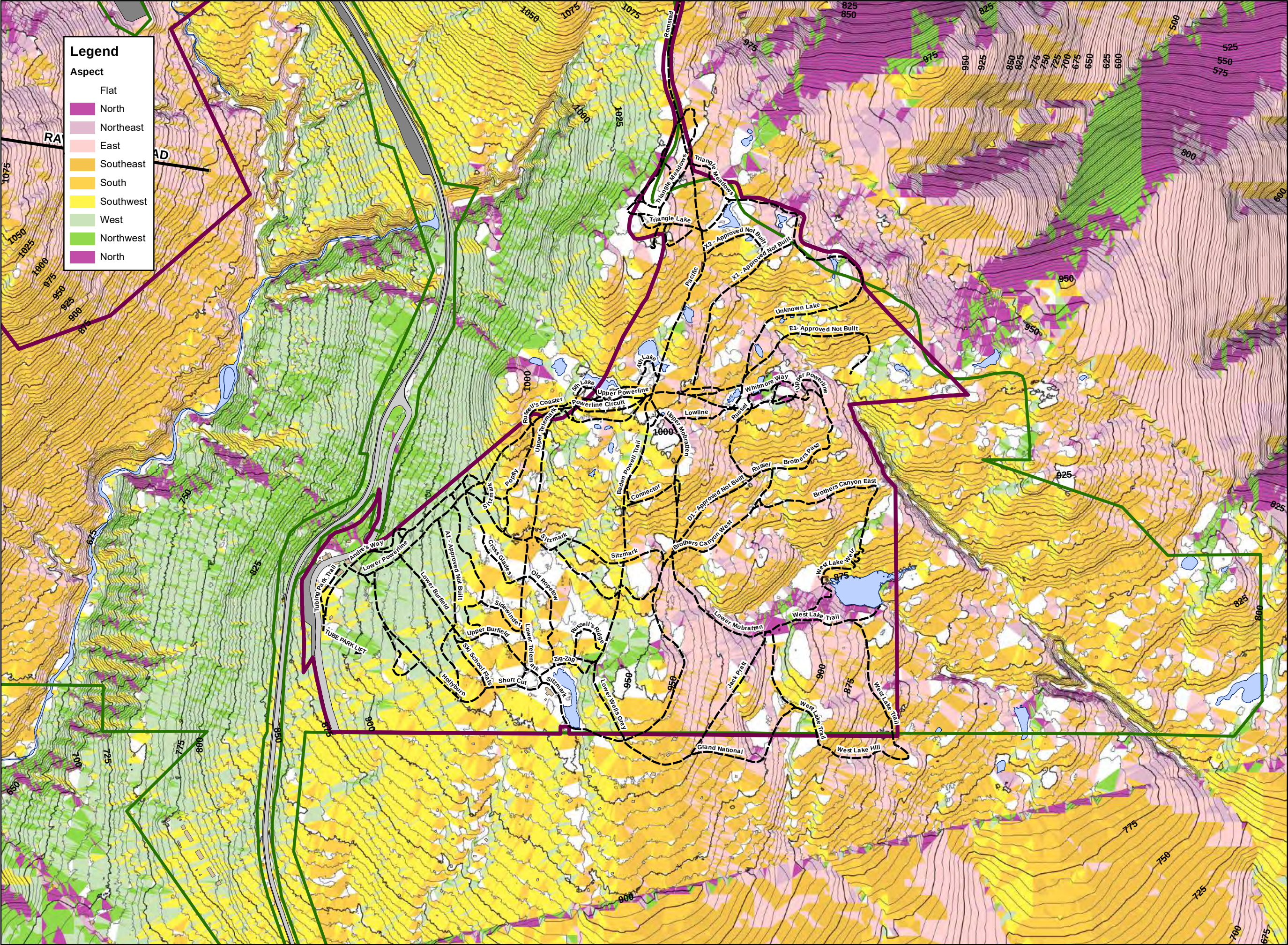
Ski trails with a high degree of solar exposure are subject to snow reliability issues due to “solar burnout”. This can be minimized through careful trail design, including detailed grading (e.g., angling trails away from direct exposure), reduced trail width (e.g., maximizing shade from edge vegetation), and erosion control (e.g., directing meltwater away from the trails).

The aspect of the terrain in the alpine ski area is effectively divided into south/southwest-facing slopes and north/northeast-facing slopes, associated with Mount Strachan and Black Mountain, respectively. Ski trails on Mount Strachan are at greatest risk of “solar burnout” and negative impacts resulting from solar exposure. Tree retention, glading, minimal ski run width, and grading solutions should be employed in all ski trail development. In contrast, the slopes on Black Mountain are predominantly shielded from the effects of the sun and will generally have better snow retention and snow quality than those on Mount Strachan, when only sun exposure is considered. One exception is the southernmost terrain on the Raven Ridge Quad, which has southeast-facing slopes that require trail development techniques similar to those used on Mount Strachan.

3.2.6 Nordic Area Mountain Aspect Analysis

As illustrated in the Nordic Area Mountain Aspect Analysis (Figure 3-7), the majority of the terrain has a South and Southwest orientation, with smaller areas of East and West oriented slopes. Differing from the Alpine Area terrain, the Nordic Area terrain is significantly flatter. As such, the impact of solar exposure is much less and easier to mitigate and minimize any potential snow reliability issues of solar burnout through careful trail design, including detailed grading, reducing trail width to maximize shade from edge vegetation, and meltwater management by careful placement of water bars and ditches directing meltwater away from the trails.

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Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- Existing Nordic Ski Trails
- Controlled Recreation Area
- Cypress Park
- Existing Buildings
- Existing Hydrology
- Existing Roads and Parking
 - Paved Parking
 - Paved Road
 - Paved Shoulder

Prepared for:



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Cypress Nordic Area
Aspect Analysis

Figure 3-7

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3.3 BASE AREA TERRAIN ASSESSMENT

The resort's guest capacity is directly tied to the staging capacity of the base area lands. To determine the staging capacity for CMR, the slope of the study area was analyzed using 1 metre contour data and integrated with the mountain aspect and elevation analyses described above to determine the best potential base area layouts and concepts.

3.3.1 Alpine and Nordic Base Area Slope Analyses

The slopes of the base area lands in the Alpine and Nordic areas were categorized based on the physical capability to support specific types of development (Figures 3-8 and 3-9, and Table 3-5). The grey areas represent areas with a slope of less than 5%. Generally, this land is ideal for all types of built development (e.g., base lodge/village development; parking lots; settlement ponds; etc.). However, it is important to note that these same areas, because they are flat, can be wet and environmentally sensitive, adding to the development challenges.

Lands with slopes between 5% and 10% (yellow) that surround the 'flat' lands have significant development potential. With some minimal grading, these lands can be tied together into a contiguous development opportunity.

The light green slopes represent areas with terrain between 10% and 20% slope. These lands may be utilized for built development, subject to more difficult access issues. While they are generally too steep for base area staging capabilities and high-density development, they are still conducive to more creative design and architectural strategies.

Slopes between 20% and 30% gradients (indicated by dark green) are lands where base area development becomes more challenging. The critical factors for development are vehicular access and the establishment of parking in an economically viable fashion. The benefits of development on these slopes usually include ski to/ski from capabilities, unrestricted views, and good solar access.

The purple colour represents areas with slopes between 30% and 40%. The benefits of expansive, scenic views and excellent solar access can offset the challenges of developing on these slopes.

Finally, red areas represent slopes greater than 40%. These areas should be avoided due to the difficulties of access and the expense of building unless special circumstances create an economic case for doing so.

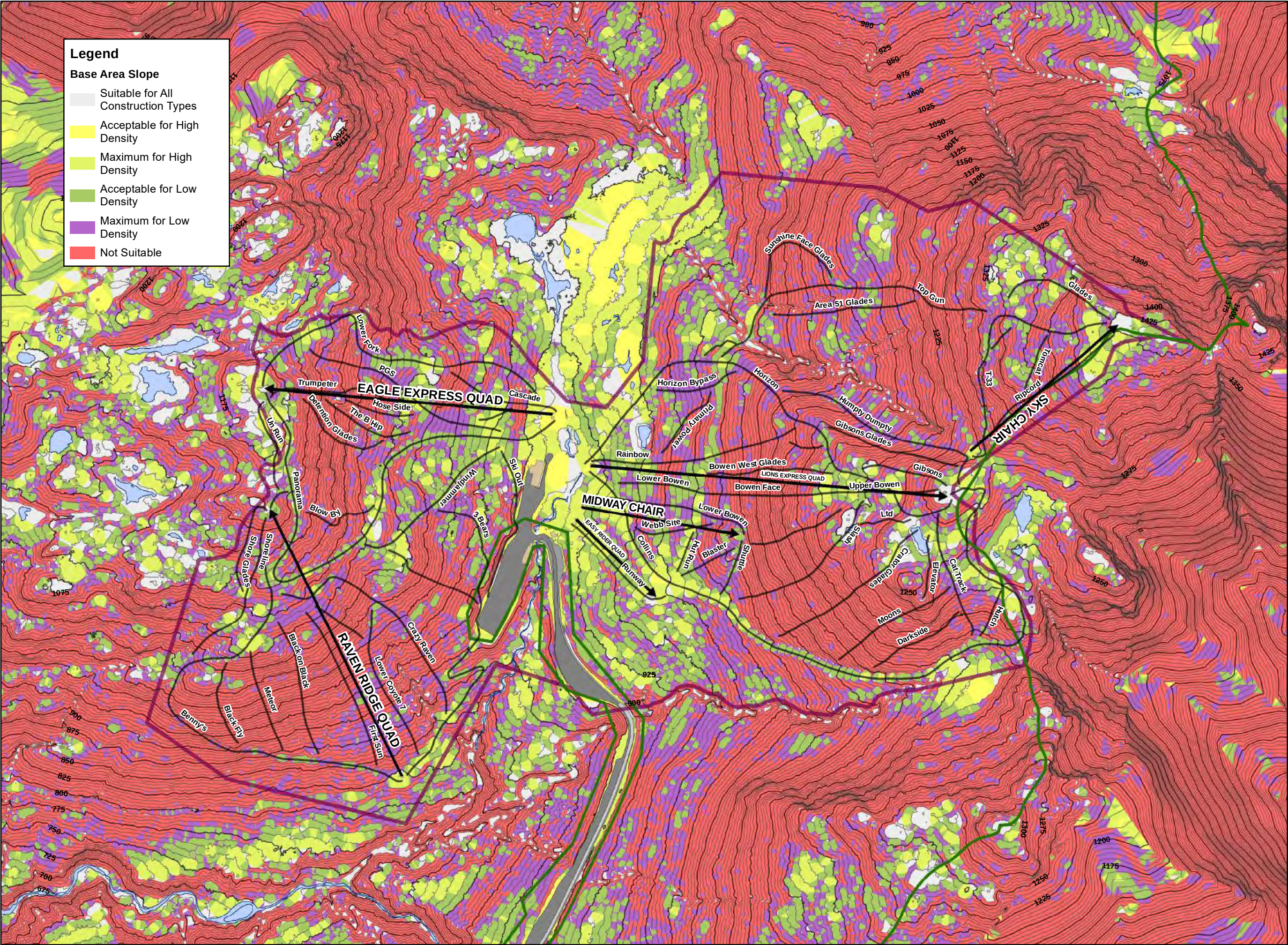
Table 3-5. Base Area Slope Gradients

Slope	Building and Development Potential Use
0 - 5%	Capable of accommodating all types of base area development with limited grading. Typically, identifying parking potential as well as lands that may be wet and environmentally sensitive to development
5 - 10%	Capable of accommodating all types of base area development with minimal grading.
10 - 20%	Lands that will require some grading to accommodate development. Upper limits to base area/village development.
20 - 30%	Upper limits to development with grading.
30 - 40%	Upper limits to development.
40%+	Generally, too steep for development. However, dependent on reasonable access and geotechnical considerations, some development may be possible.

The existing alpine base area already occupies the land with the greatest development potential within the CRA. Viewed through the base area slope analysis, the remaining high-potential areas sit just east of the Cypress Creek Lodge or northwest of the Lodge towards the Eagle Express Quad. However, as noted in the environmental review and illustrated in the grey areas, much of these lands are environmentally sensitive wetlands.

Outside the base area, small pockets of Acceptable Gradients exist near the top terminals of the Eagle Express Quad, Lions Express Quad, and Sky Quad.

In the Nordic Area, much of the terrain suited to Nordic skiing is, by virtue of its slope gradients, equally well suited to facility development. The existing base area sits at the western edge of this terrain, just before the land drops away to steeper slopes unsuitable for development. Its facilities are arranged along a bench of level ground, a placement that preserves the surrounding terrain for skiing. Future expansion could make use of this existing footprint through infill development, and extend eastward. However, extending east would come at the expense of terrain that would otherwise serve Nordic skiing and other recreational activities.



Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- Existing Ski Runs
- Controlled Recreation Area
- Cypress Park
- Existing Buildings
- Existing Hydrology
- Existing Roads and Parking
 - Paved Parking
 - Paved Road
 - Paved Shoulder

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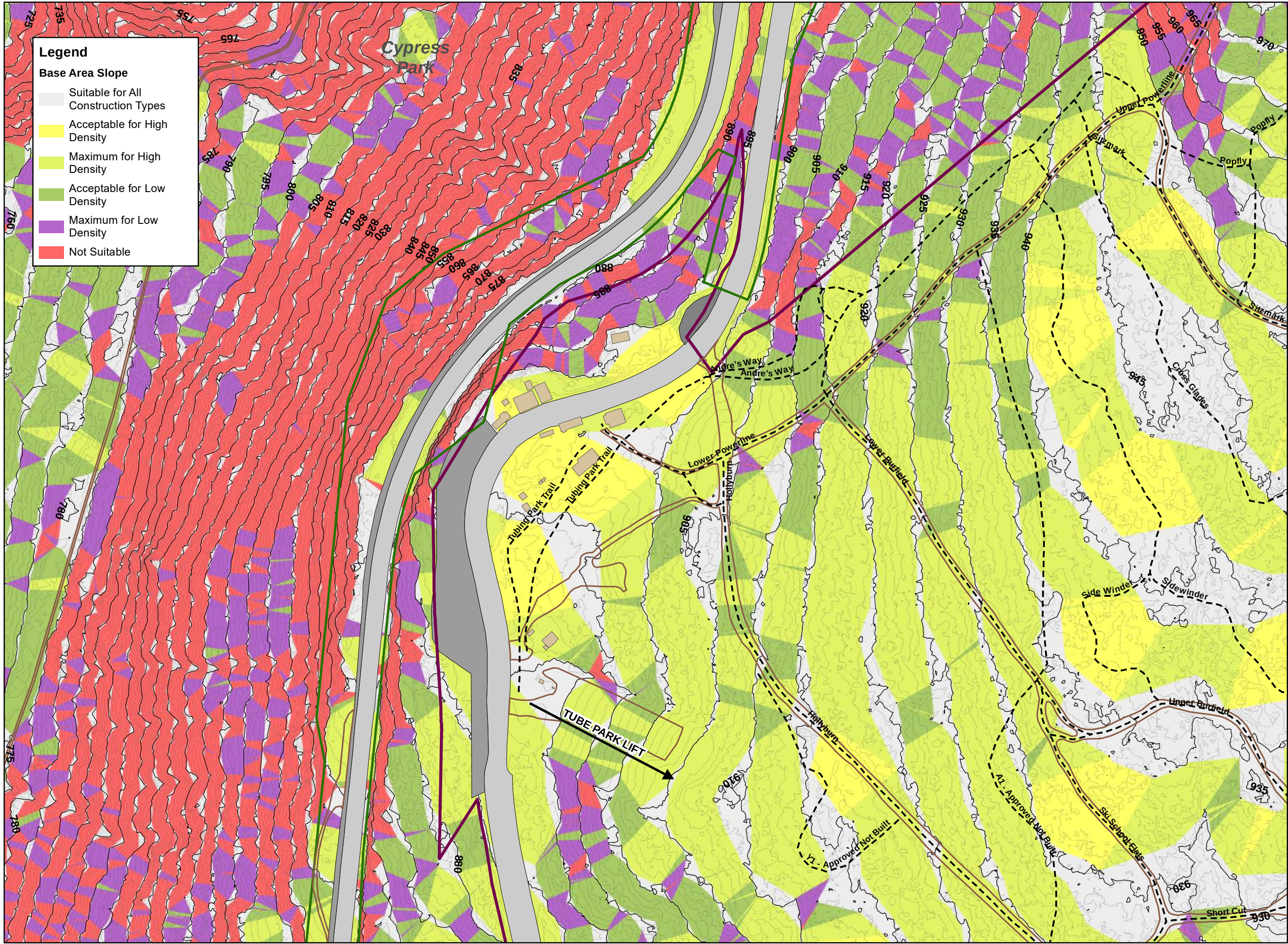
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0 50 100 200 Meters

Cypress
Base Slope Analysis

Figure 3-8

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Cypress Mountain
Master Plan
2026

- Legend**
- Existing Nordic Ski Trails
 - Existing Lifts
 - Cypress Park
 - Controlled Recreation Area
 - Existing Buildings
 - Existing Hydrology
- Existing Roads and Parking**
- Paved Parking
 - Paved Road
 - Paved Shoulder

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Cypress
Base Slope Analysis
Nordic Base

Figure 3-9

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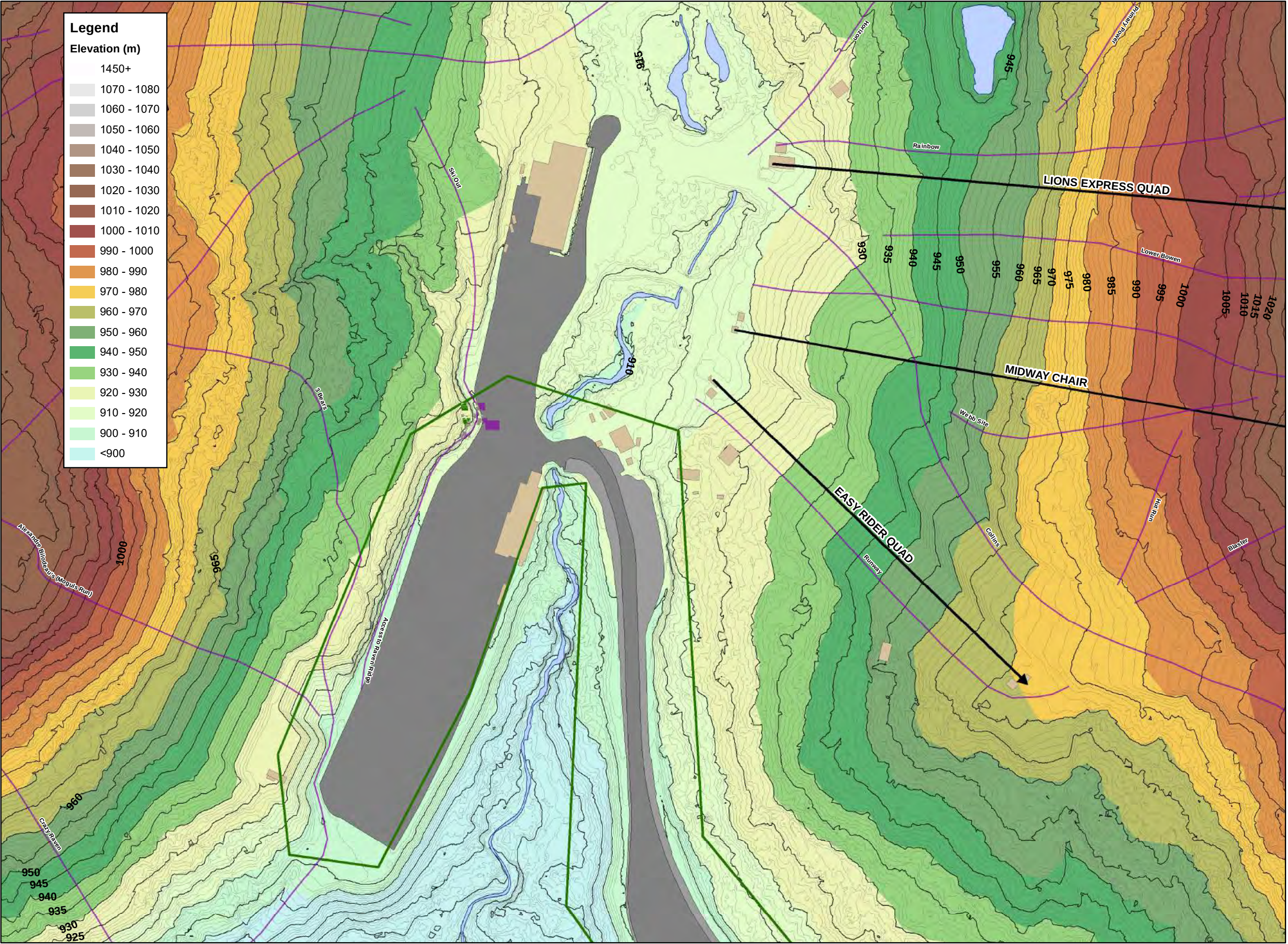
Cypress Mountain Resort has prioritized base area connectivity to support easy skier circulation even on a busy day

3.3.2 Base Area Elevation Analysis

BHA completed a Base Area Elevation Analysis for the Alpine and Nordic base areas (Figures 3-10 and 3-11). The areas of equal elevation have been graphically delineated to identify the general ‘flow’ of the base lands. This is key in establishing an understanding of the staging capability of the base areas, of the pedestrian, biking, and skiing linkages between the mountain and base areas, connections to parking and shuttle areas, and relationships with the adjacent development areas as they tie into the mountain development potential.

The Alpine base area elevation analysis illustrates its position as a low point between Mount Strachan and Black Mountain, making it easy for skiers to exit the slopes and access the base area facilities without taking off their skis or board. While the flat land below Black Mountain is already well utilized, the lands at the bottom of Mount Strachan offer potential for base area development and linkages to existing or future parking and shuttle infrastructure. Any development would have to respect riparian buffers around Cypress Creek.

The elevation analysis in the Nordic area shows that the base area sits on a flat bench of land above Cypress Bowl Road. Relative to the existing extent of base area facilities, there is a significant area to expand, relocate, or consolidate the base area facilities. This in turn could open more space to other uses, such as parking or snowplay facilities, and result in a more pedestrian-oriented Nordic base area.



Cypress Mountain
Master Plan
2026

Legend

- Existing Ski Runs
- Cypress Park
- Controlled Recreation Area
- Existing Lifts
- Existing Buildings
- Existing Hydrology

Existing Roads and Parking

- Paved Parking
- Paved Road
- Paved Shoulder

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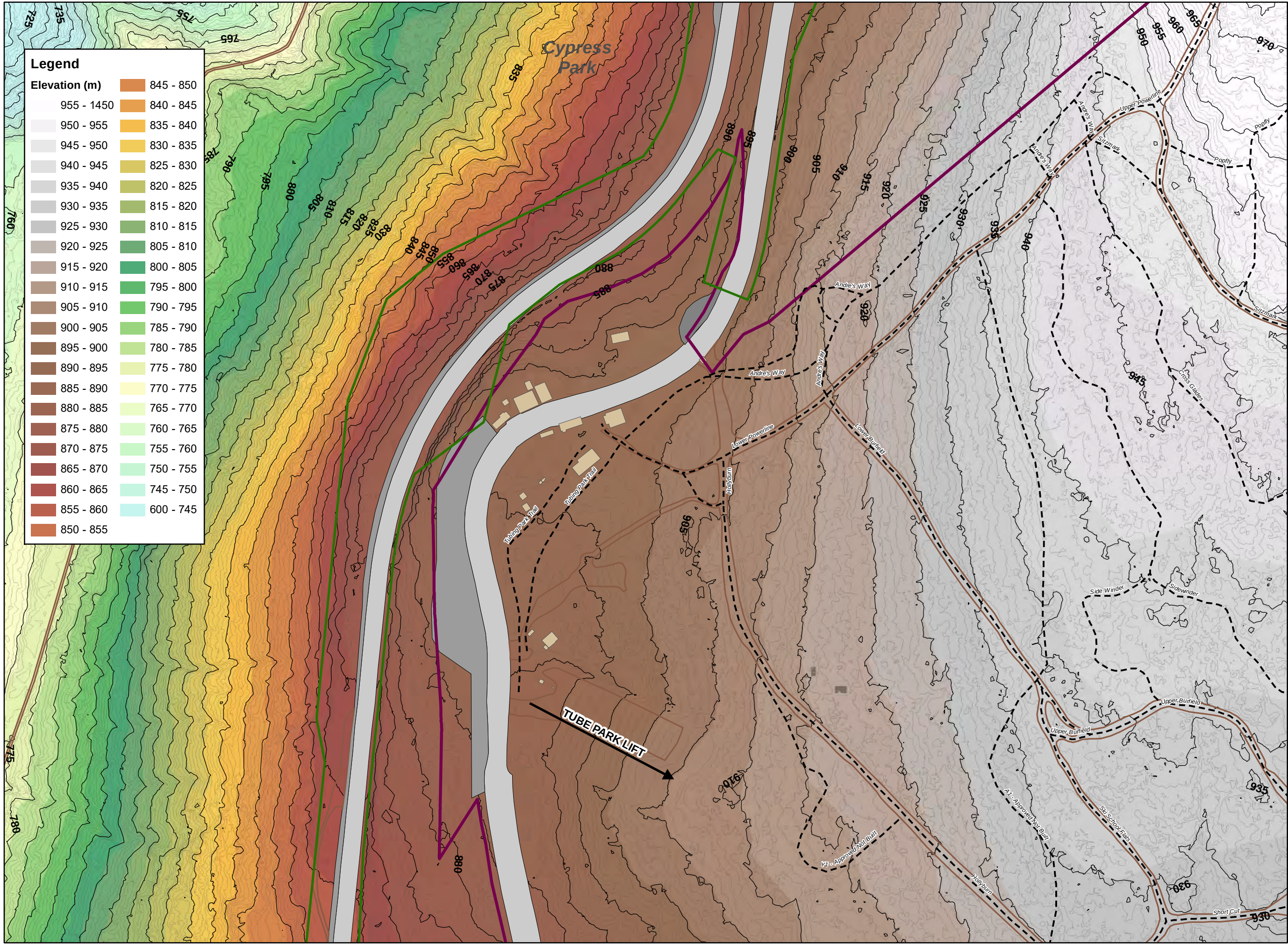
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Cypress
Base Elevation Analysis
Alpine Base

Figure 3-10

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Cypress Mountain
Master Plan
2026

Legend

- Existing Nordic Ski Trails
- Existing Lifts
- Cypress Park
- Controlled Recreation Area
- Existing Buildings
- Existing Hydrology
- Existing Roads and Parking
 - Gravel Parking; Gravel Road; Rough Road; Trails
 - Paved Parking
 - Paved Road
 - Paved Shoulder

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Cypress
Base Elevation Analysis
Nordic Base

Figure 3-11

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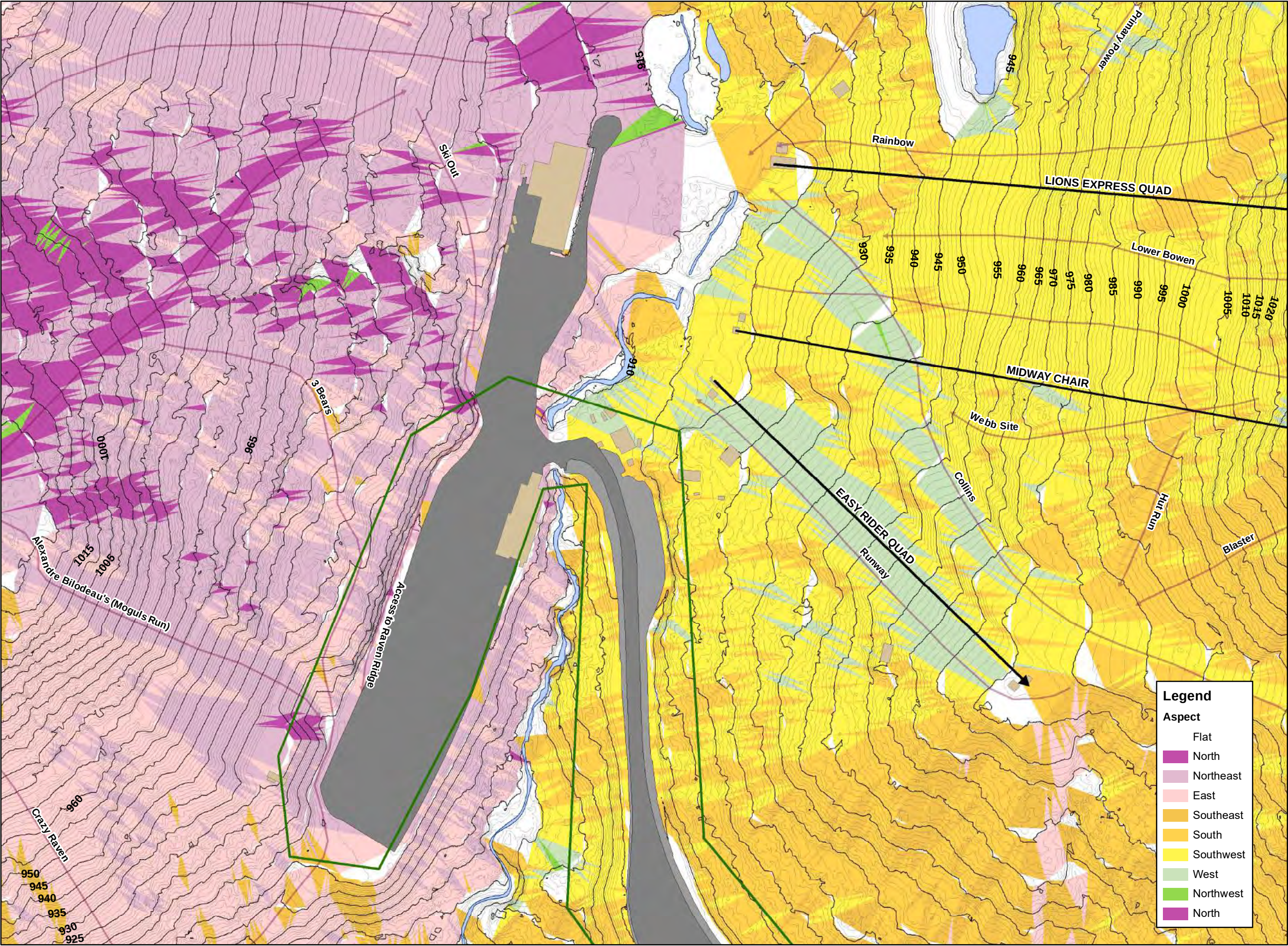
Well-staged parking and drop-off areas enable efficient transitions from vehicles to the slopes, maximizing the time spent skiing

3.3.3 Alpine and Nordic Base Area Aspect Analyses

A Base Area Aspect Analysis is used to identify parcels of land with excellent solar exposure that offer the greatest potential for base area developments, such as day lodges with restaurants and patios.

As illustrated in the Alpine Base Area Aspect Analysis (Figures 3-12), the orientation of the alpine base area lands is split between north/northeast and south/southwest. The existing Cypress Creek Lodge sits on north/northeast-facing slopes. However, the gentle slope gradient illustrated in Sec. 3.3.1 suggests that this does not greatly impact solar exposure.

In contrast, for the Nordic Base Area lands, the aspects (Figure 3-13) are predominantly oriented to the west, with pockets of southwest-facing slopes in the centre of the existing base area. While solar exposure in the morning will be limited, also owing to its position relative to the higher lands to the east, it has excellent mid- to late-day solar exposure. Nordic base area developments could leverage this aspect by building future food and beverage facilities in a west/southwest orientation.



Cypress Mountain
Master Plan
2026

Legend

- Cypress Park
- Controlled Recreation
- Existing Buildings
- Existing Hydrology
- Existing Roads and Parking
 - Paved Parking
 - Paved Road
 - Paved Shoulder

Legend

- Aspect
- Flat
 - North
 - Northeast
 - East
 - Southeast
 - South
 - Southwest
 - West
 - Northwest
 - North

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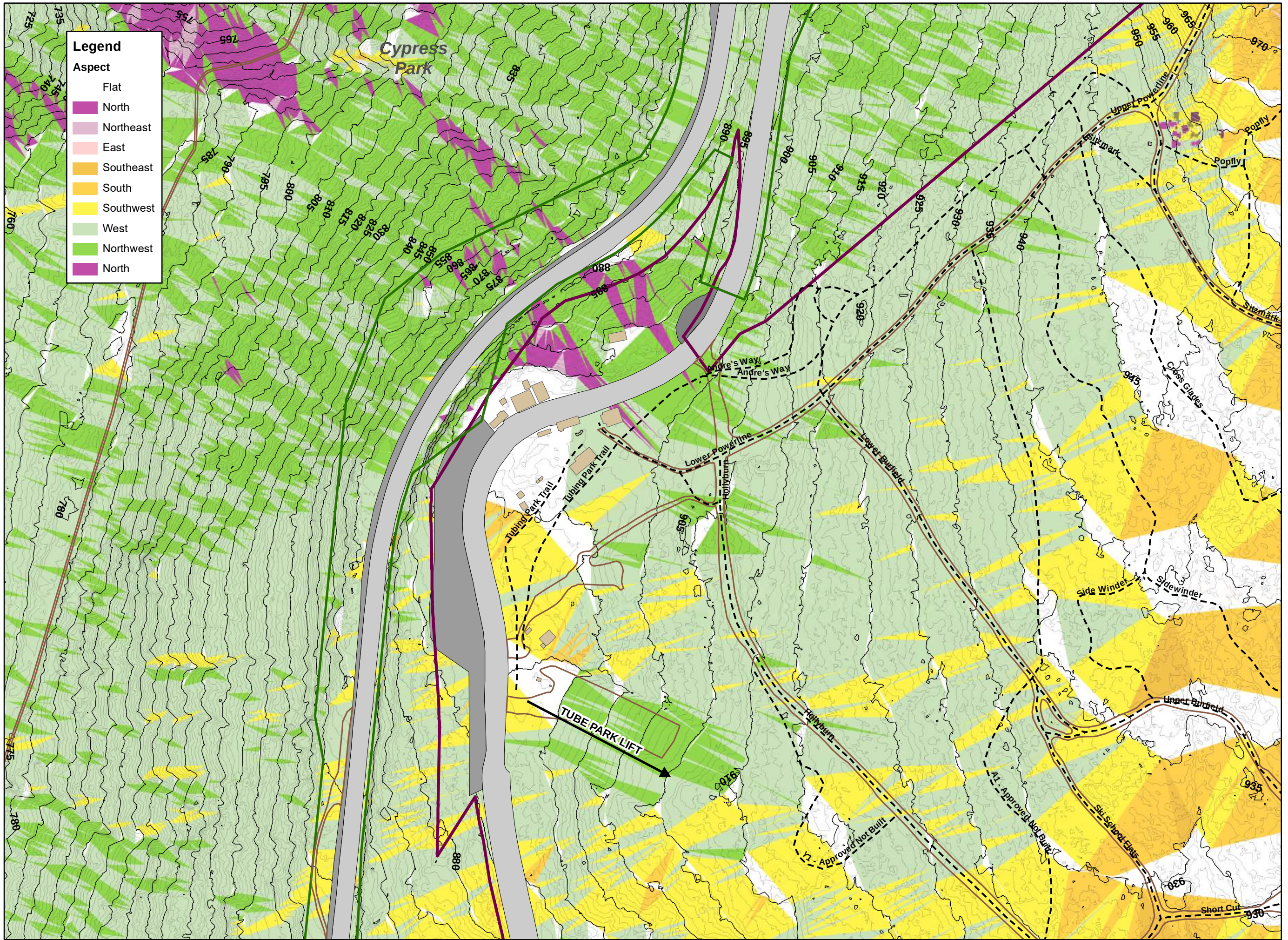
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Cypress
Base Aspect Analysis
Alpine Base

Figure 3-12

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Cypress Mountain Master Plan 2026

Legend

- Existing Nordic Ski Trails
- ➔ Existing Lifts
- ▭ Cypress Park
- ▭ Controlled Recreation Area
- ▭ Existing Buildings
- ▭ Existing Hydrology
- Existing Roads and Parking**
- ▭ Paved Parking
- ▭ Paved Road
- ▭ Paved Shoulder

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Cypress Base Aspect Analysis Nordic Base

Figure 3-13

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4. CYPRESS MOUNTAIN RESORT SKI RESORT DEVELOPMENT PLAN



4.1 INTRODUCTION

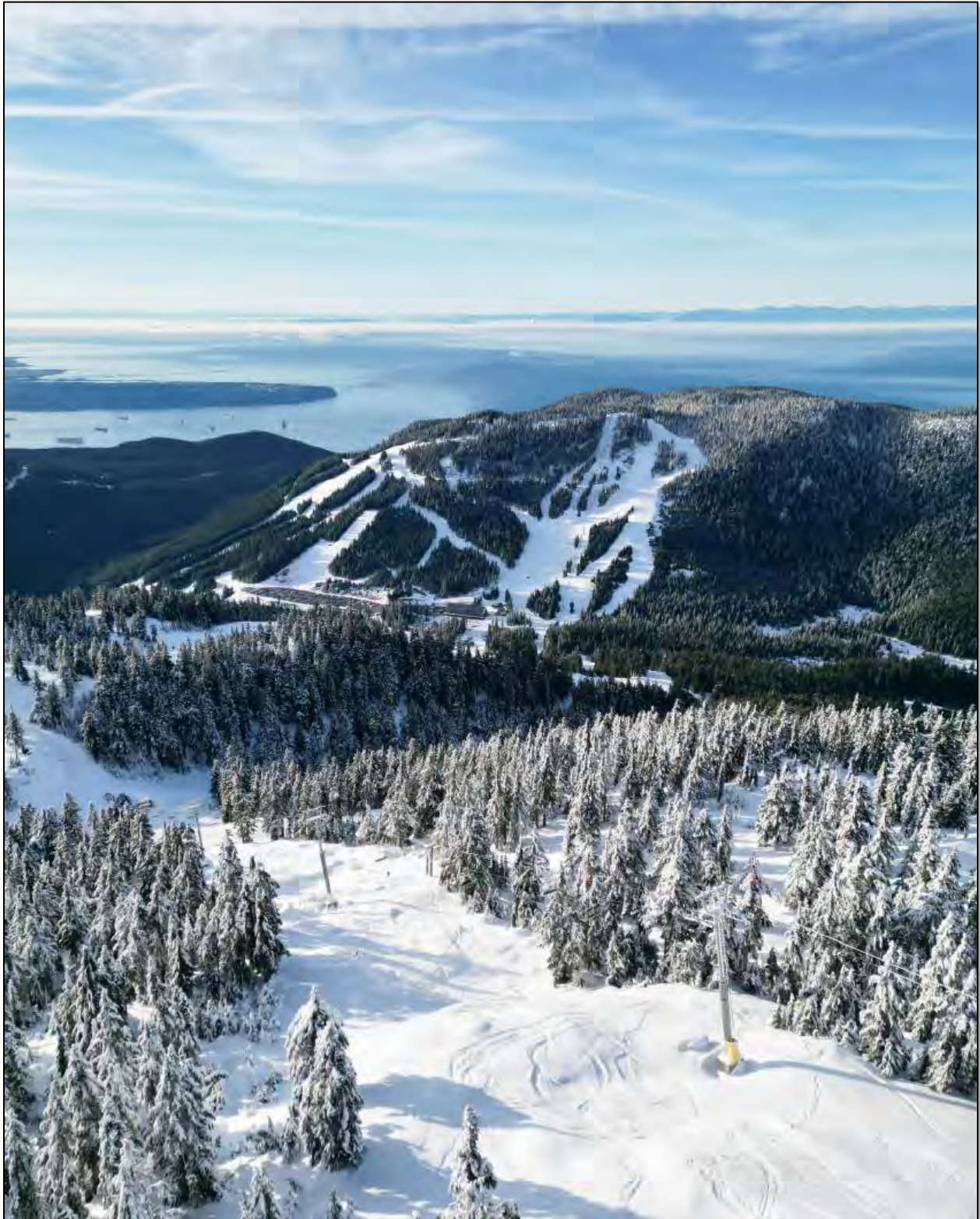
The 2026 Cypress Mountain Resort Ski Resort Development Plan (SRDP) has been prepared to enable the continuing evolution of this already successful ski area into an all-season recreation destination for residents of and visitors to Metro Vancouver, with updated and improved winter activities and facilities and a range of summer and shoulder season activities that will appeal to guests of all ages and skill levels.

The following section describes the elements of the SRDP Resort Concept at resort buildout, including those elements that have been previously approved under the 1996 and 2004 SRDPs, and those that are newly proposed. Together they will support the realization of CMR's vision to be *Vancouver's favourite four-season resort for recreational activities* and reinforce CMR's reputation as a *premier winter destination offering sustainable all-season recreation opportunities for the residents and visitors to BC's South Coast region*.

The 2026 SRDP has been prepared to respect CMR's unique character and place within the market, while addressing existing challenges, capitalizing on opportunities, and preserving flexibility for future growth and adaptation as recreationalists, markets, technology, and climate change evolve. The concepts themselves achieve a balance between the on-mountain activities and base area facilities, recognizing the Alpine and Nordic areas as distinct offerings that must be able to independently provide all the activities, services, and infrastructure required to realize the desired guest experience. Finally, the SRDP and the proposed projects respect and support the recreational and environmental values of Cypress Park, accepting them as a foundational aspect of what makes the experience at Cypress Mountain Resort unique and special.

The following section is structured to include: A discussion of the planned improvements to the trails, lifts, and associated attractions in the Alpine (Sec. 4.2) and Nordic Areas (Sec. 4.3), the resulting Balanced Resort Capacity (Sec. 4.4), and the upgrades to their respective base areas (Sec. 4.5 and 4.6). Each is detailed in its proposed "resort buildout" condition. These are complemented by a discussion of existing and proposed infrastructure (Sec. 4.7), a summary of all approved and proposed projects (Sec. 4.8), and an implementation plan (Sec. 4.9).

As the resort grows and evolves, in recognition of the inevitable shifts in guest preferences, interests, and market trends, changes in the natural setting, and management's priorities, CMR will continually re-evaluate its existing guest experience and pursue the development of recreational activities, interpretive programs, and supporting infrastructure that deliver an exceptional guest experience, aligned with Park values. The proposed projects described and illustrated below are part of this evolution. Other yet-to-be-identified projects will be considered and pursued as part of the Resort's continuing effort to create the best resort and Park guest experience possible.



The 2026 SRDP Resort Concept combines previously approved and newly proposed elements to guide CMR's continuing evolution into Vancouver's four-season destination

4.2 ALPINE AREA SKI RESORT DEVELOPMENT PLAN

4.2.1 Approved Alpine Projects – Winter

The following section details notable winter projects that were approved through the 1996 Master Plan and the 2004 Master Plan Amendment, and that have been carried forward to the 2026 SRDP (Figure 4-1). In addition to the projects discussed in detail below, as part of its continued efforts to enhance the ski experience at the Resort, CMR plans to undertake a series of minor trail improvements throughout the Resort. This includes regrading/contouring existing trail surfaces, selective tree removal to improve skier sightlines and trail functionality, and improved drainage systems to mitigate erosion. Details of the proposed trail improvements and all projects considered in the 2026 SRDP are listed in Table 4-10 and illustrated in Figure 4-13a in Section 4.5

Lion's Lodge

The Lion's Lodge is envisioned as a modest café surrounded by a patio with panoramic views of Vancouver, Howe Sound, and the Sunshine Coast. It will offer light meals (e.g., soup, sandwiches), picnic bench/cafeteria-style seating, and washroom facilities.

As planned, the Lions Lodge will be located near the top terminal of the Lions Express Chair, integrated with the existing ski trails, and oriented south with expansive views of the resort and Vancouver beyond. The Lodge will be approximately 6,100 sq ft. and offer 100 seats, not including the patios, to help alleviate the strain on restaurant and seating space in the Alpine base area. Further, it will become a feature of the summer season recreation offering at CMR, integrated with other existing and planned attractions, such as the Mountain Coaster, lift-assisted mountain biking, and an expanded hiking trail network, and will provide a destination for hikers and sightseers. The Lodge was identified and approved in the 2004 Master Plan Amendment to replace a proposed lodge at the top of the Sky Quad that was to be integrated into the plans for a gondola from the resort base, originally included in the 1996 Master Plan.



Cypress Mountain
Master Plan
2026

Legend

- Existing Ski Lifts
- Existing Building
- Roads and Parking
- Controlled Recreation Area
- Cypress Park
- Metro Vancouver Watershed

Prepared for:



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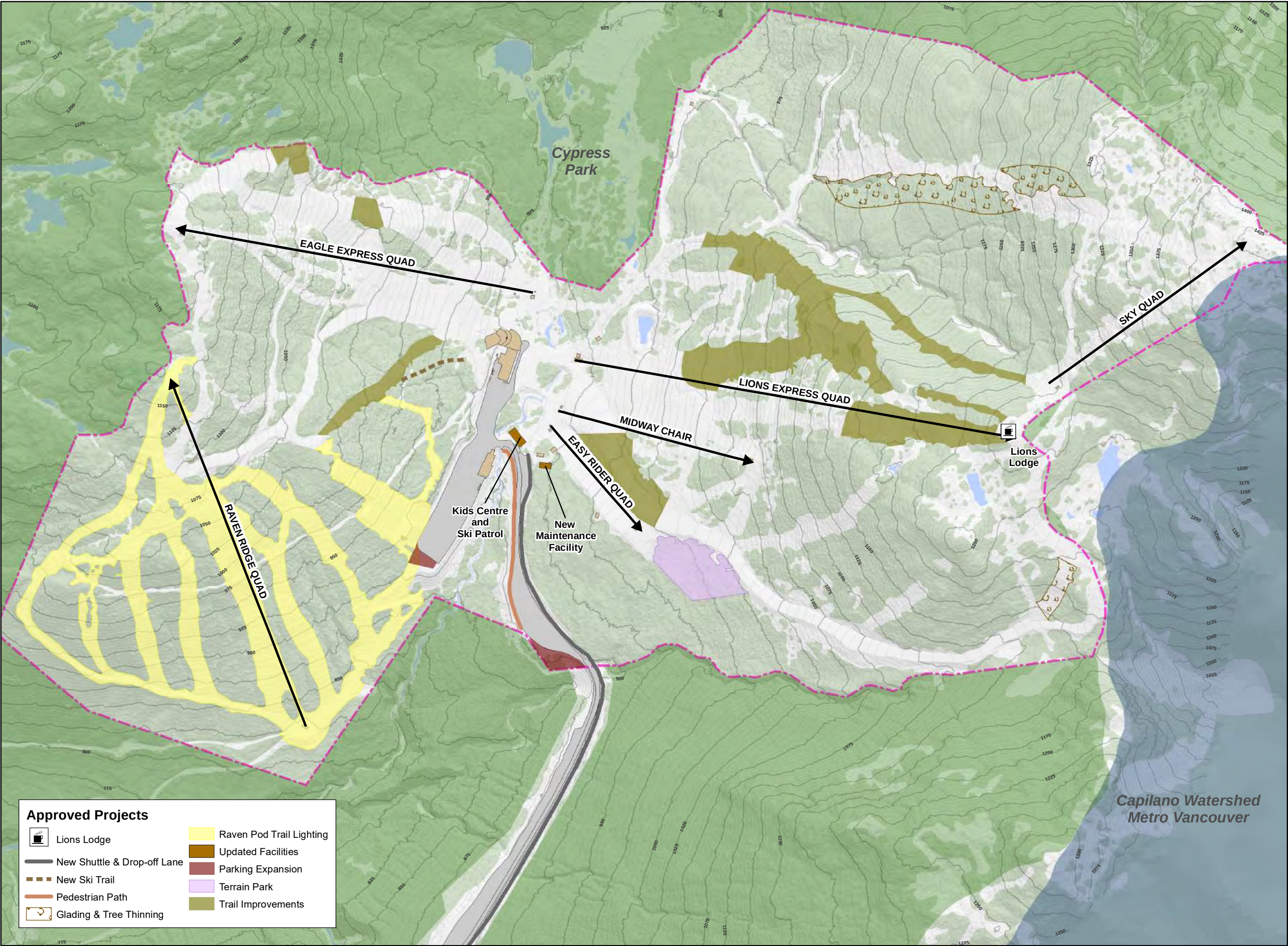
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Approved Projects
Alpine Area
Winter

Figure 4-1



Approved Projects

- Lions Lodge
- New Shuttle & Drop-off Lane
- New Ski Trail
- Pedestrian Path
- Glading & Tree Thinning
- Raven Pod Trail Lighting
- Updated Facilities
- Parking Expansion
- Terrain Park
- Trail Improvements

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4.2.2 Proposed Alpine Projects – Winter

The proposed winter concept and its component projects in the Alpine Area are focused on the optimization of existing terrain, adjustments to the ski experience to better serve skiers and guests, and minor changes to address opportunities identified in the site analysis (Sec. 2). There are no major expansions or significant developments in undisturbed terrain, the overall resort capacity does not increase, and the Controlled Recreation Area boundary remains unchanged. The proposed improvements and upgrades to the on-mountain winter activities in the Alpine Area have been illustrated in Figure 4-2.

The Beginner Area

The new Beginner Area will cover the existing Easy Rider Quad and surrounding lands and focus on catering to Beginner and Novice skiers. It will create an accessible place for beginners to learn to ski and develop their skills and confidence before progressing to longer and more challenging trails.

As proposed, the upgrade of the Beginner Area will be initiated by replacing the Easy Rider Quad chair with a series of surface carpets, which are easier for new skiers to use as compared to a chairlift. The carpets will be positioned to break up the existing terrain into shorter lengths corresponding to sections of consistent grade. At present, the beginner trail, Runway, starts at a grade that is too steep for new skiers but becomes gentler halfway down. Building on this concept, depending on guest interests and demand, additional carpets could be installed above the current Easy Rider top terminal, below Collins, or a beginner-oriented terrain park, with introductory features, could be developed as an alternative in the same location.

Redeveloping the Beginner Area at CMR will create much-needed beginner ski terrain and add capacity for beginner and novice skiers (see Sec. 4.2.3).

The Lower Bowen Quad

The Easy Rider Quad chair will be relocated to replace the existing Midway Chair, an aging double chair, along a new, improved alignment generally corresponding with the Lower Bowen ski trail. This replacement will not result in an increase in skier capacity but will improve the ski experience for guests through shorter uphill travel times and improved comfort, while providing access to similar terrain.

Sky Quad Hut and Viewing Platform

The Sky Quad Hut is envisioned as a small all-season facility located near the top terminal of the Sky Quad Chair, catering to sightseers and hikers in the summer and skiers in the winter. It will have a small indoor seating area and washroom facilities and serve a limited selection of snacks (e.g., baked goods) and drinks (e.g., coffee, tea).

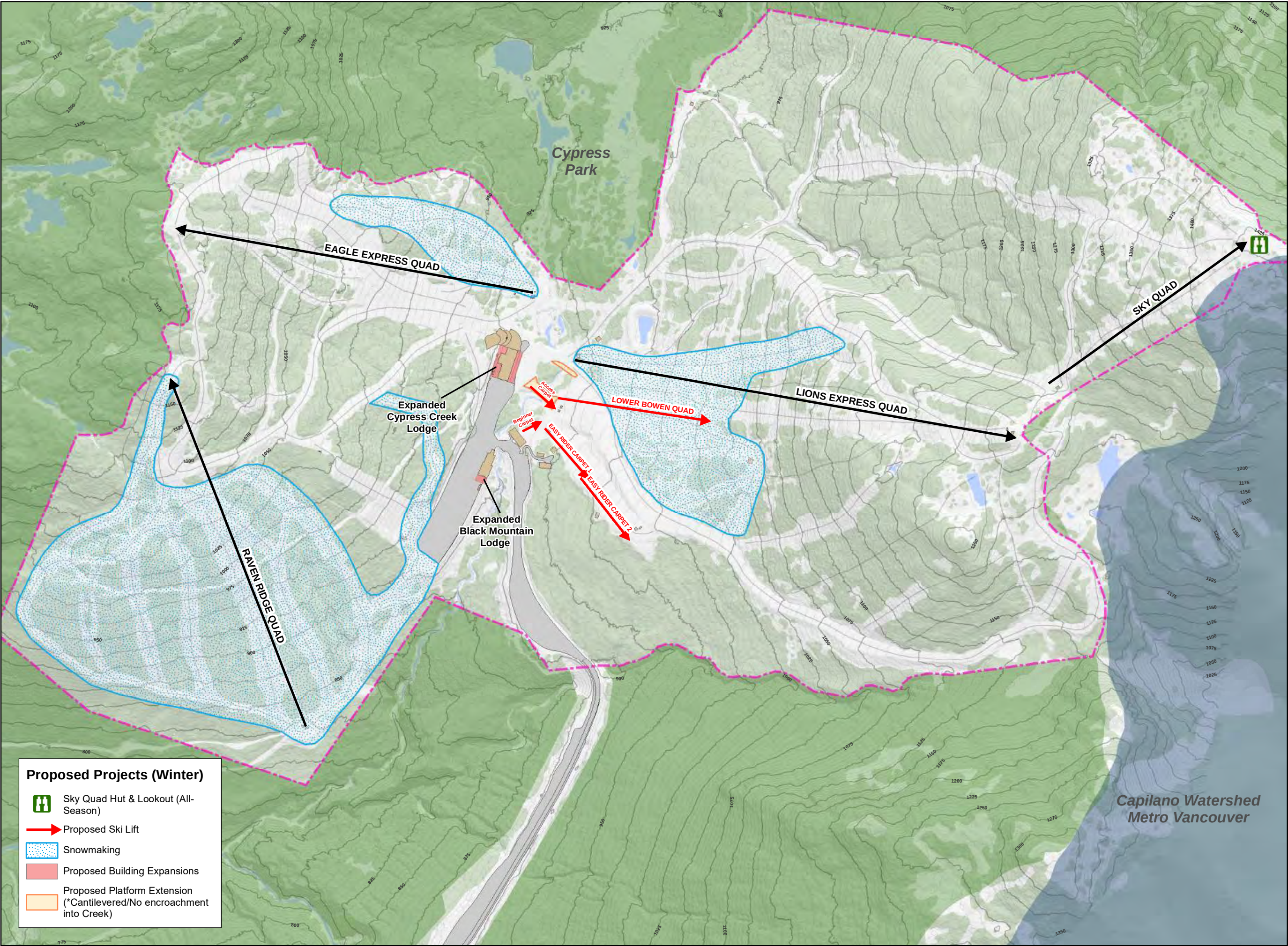
The viewing platform complements the Sky Quad Hut and will create a hiking destination and capstone sightseeing experience for guests. A modest structure built into the landscape's shape and form, the platform will offer panoramic views of the Coast Range and Howe Sound, complemented with interpretive maps and displays.

Snowmaking

Fulfilling the vision and intent of past plans, central to the 2026 SRDP are plans to fill in the gaps in the current snowmaking system to cover trails and circulation routes critical to guest movement and the resort's operations. Together, these will ensure CMR can open in early December and extend the ski season until early April each year.

As part of the 2026 SRDP, CMR proposes to extend its snowmaking system to include:

- The updated Beginner Area;
- Rainbow and Lower Bowen ski trails;
- Lower Fork ski trail;
- Cascade ski trail; and,
- The Raven Ridge Ski Pod



Cypress Mountain
Master Plan
2026

Legend

- Existing Ski Lift
- Existing Buildings
- Road and Parking
- Controlled Recreation Area
- Cypress Park
- Metro Vancouver Watershed

Proposed Projects (Winter)

- Sky Quad Hut & Lookout (All-Season)
- Proposed Ski Lift
- Snowmaking
- Proposed Building Expansions
- Proposed Platform Extension (*Cantilevered/No encroachment into Creek)

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Proposed Projects
Alpine Area
Winter

Figure 4-2

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4.2.3 Proposed Alpine Downhill Capacity - Winter

Based on the proposed alpine development plan that will see the realignment and replacement of some of the existing lifts to optimize terrain access and utilization, there will be minimal alteration to existing ski trails. Trail improvements are confined to minor changes needed to improve ski trail functionality (see Sec. 4.5). As a result, the developed ski terrain in the Alpine Area increases by approximately 1.5 ha and the Alpine Area's Comfortable Carrying Capacity increases by 153 skiers at one time to 4,866.

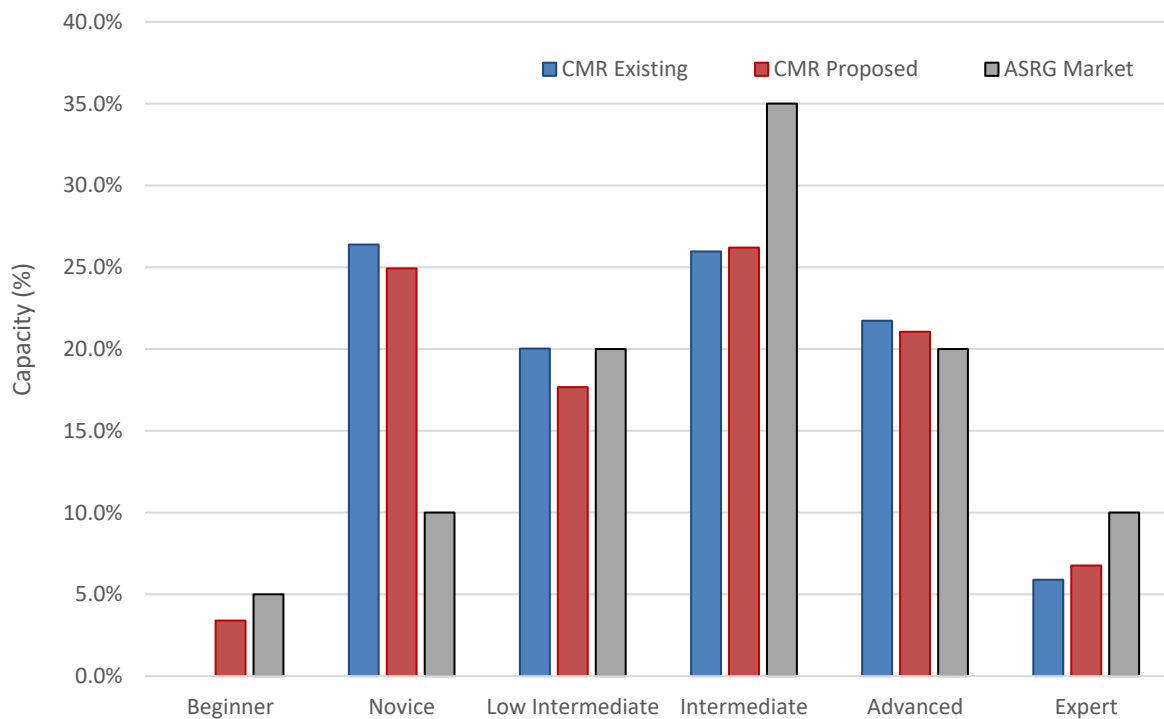
Table 4-1. Proposed Downhill Capacity

Pod	Vertical (m)	Skiable Area (ha)	Downhill Capacity by Skill Class						Total Capacity
			Beginner	Novice	Low Intermediate	Intermediate	Advanced	Expert	
Beginner Area	54	4	166	116	0	0	0	0	282
Lower Bowen Quad	128	4	0	20	196	0	0	0	216
Lions Express	352	53	0	487	516	113	426	219	1760
Sky Quad	182	29	0	0	14	380	166	92	653
Eagle Express	273	26	0	548	48	417	134	19	1165
Raven Ridge	348	22	0	49	91	345	305	0	790
Totals		139	166	1,220	864	1,254	1,030	331	4,866

4.2.4 Proposed Alpine Terrain Distribution

The redevelopment of the Easy Rider Chair and associated terrain into the new Beginner Area and the creation of the Lower Bowen Quad in place of the aging Midway Chair will result in a more efficient use of existing terrain and will realize improvements in the skier experience. Specifically, using multiple carpets instead of a fixed grip quad chair allows CMR to isolate gentler grades best suited to beginner skiers, who are underserved by the existing ski terrain. In doing so, the proposed improvements bring the ski terrain into closer alignment with the distribution of CMR's skier marketplace. Chart 4-1 illustrates the overall distribution assessment related to the proposed conditions at CMR.

Chart 4-1. Proposed Alpine Terrain Distribution



4.2.5 Proposed Alpine Uphill Capacity - Winter

The existing ski lift system remains largely unchanged, with improvements confined to redeveloping the Beginner Area, creating the Lower Bowen Quad ski pod in place of the Midway Chair, and upgrades to the Lions Express (from a detachable quad to a detachable 8 person chairlift), Eagle Express (from a detachable quad chairlift to a detachable 6 person chairlift), and Raven Ridge (from a fixed grip quad to a detachable quad chairlift). Together, these upgrades will create additional beginner terrain, enhance the ski experience, and support ongoing improvements to the guest experience in both winter and summer. The resulting changes to the Resort's Uphill Comfortable Carrying Capacity are minimal. Table 4-2 illustrates the specific characteristics, capacities, and design parameters for each of the existing and proposed ski lifts, resulting in an Uphill CCC of 4,950, an increase of 158 guests over the existing lift network.

Table 4-2. Proposed Lift Inventory

Lift Name	Lift Type	Vertical Drop (m)	Slope Length (m)	Hourly Capacity (Theor.)	Hourly Capacity (Actual)	Weighted Vertical Demand	Loading Efficiency	Hours of Operation	Access Reduction	Uphill CCC
Beginner Area	C	60	313	1,200	675	1,341	85%	13	0%	334
Lower Bowen	4C	83	350	2,000	800	3,194	90%	13	0%	244
Lions Express	D8C	352	1,094	3,200	2,300	4,710	90%	13	2%	1,983
Sky Quad	4C	182	575	1,800	1,100	5,783	95%	13	0%	428
Eagle Express	D6C	273	889	2,800	1,500	3,703	95%	13	0%	1,366
Raven Ridge	D4C	348	928	2,200	1,600	5,324	95%	6	0%	595
Total			4,149	13,200	7,975					4,950

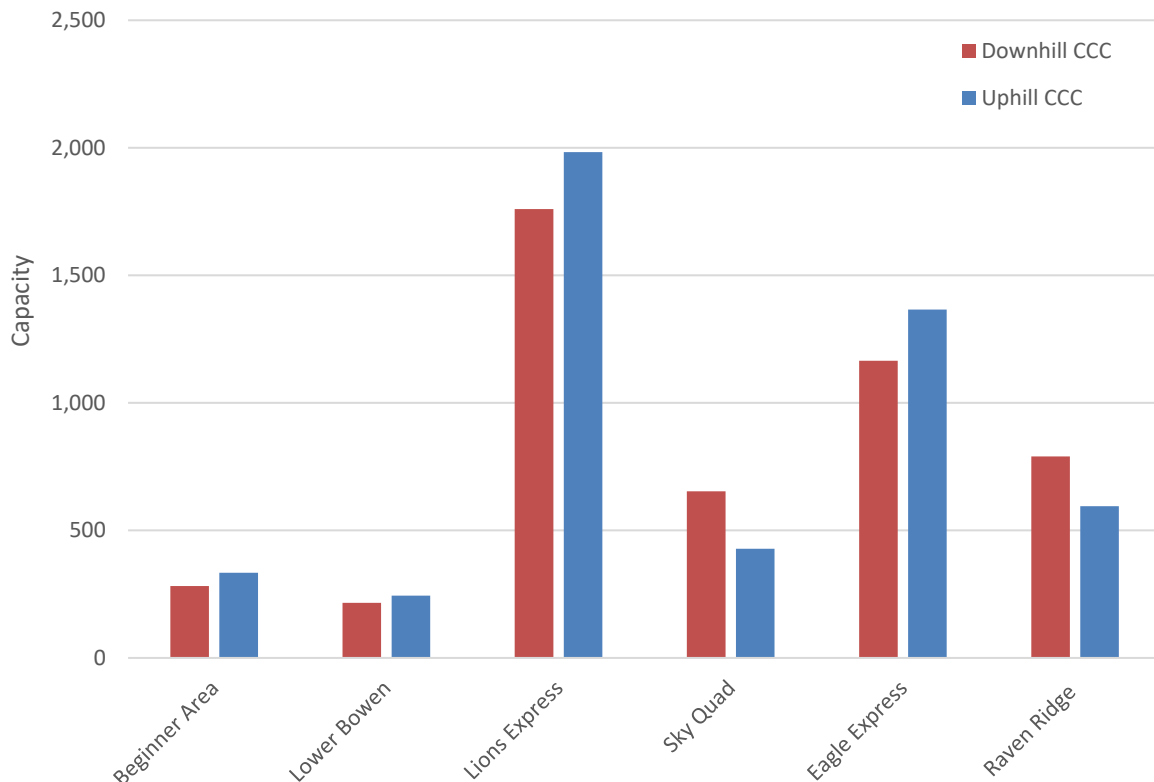
4.2.6 Proposed Alpine Lift Balance Assessment - Winter

The following summary demonstrates the balance between the proposed capacity of the lift infrastructure and the capacity of the associated trails (Table 4-3 and Chart 4-2) while providing sufficient capacity to meet demand during peak visitation, skier circulation, and the desired ski experience at CMR.

Table 4-3. Lift Balance Assessment

Lifts	Uphill CCC	Downhill CCC
Beginner Area	334	282
Lower Bowen	244	216
Lions Express	1,983	1,760
Sky Quad	428	653
Eagle Express	1,366	1,165
Raven Ridge	595	790
Total	4,950	4,866

Chart 4-2. Lift Balance Assessment



4.2.7 Proposed Alpine Comfortable Carrying Capacity - Winter

As noted previously, a resort's Comfortable Carrying Capacity (CCC) is a measure of the optimum number of skiers who can utilize the ski area while being guaranteed a pleasant outdoor sport and recreation experience without causing a decline in the quality of the physical or sociological environment. Based on the proposed lift configuration, the uphill capacity of the proposed and existing lifts is 4,950 skiers. As the uphill capacity of the lifts (4,950) surpasses the corresponding downhill capacity of the trails (4,866), the CCC of the CMR's Alpine Area is set at 4,866 skiers per day. Utilizing the lower of these two capacities ensures that neither is exceeded.

4.2.8 Other Alpine Winter Activities

Passive Guests

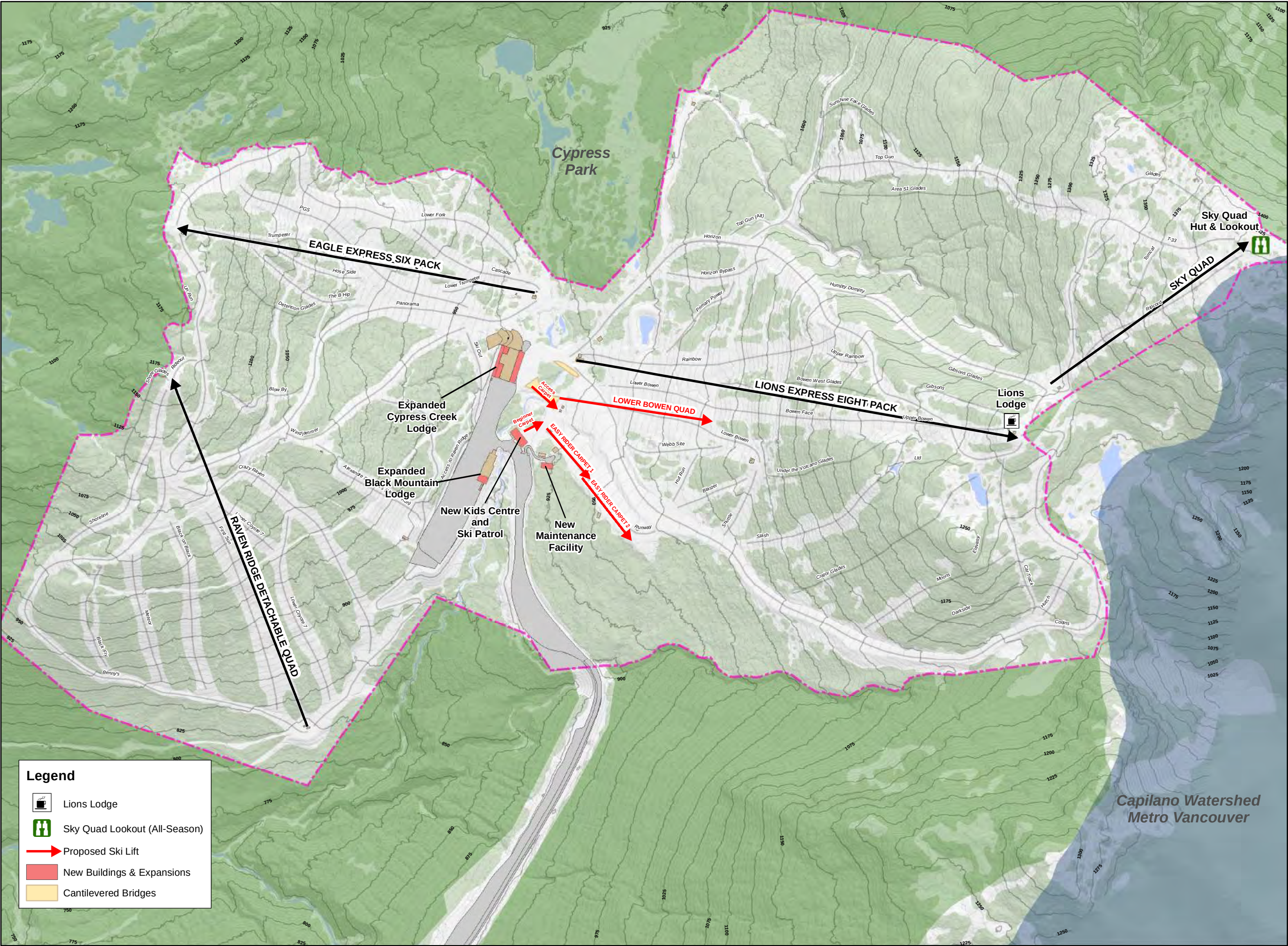
In addition to the active visitors, non-participating guests must be included when determining space use requirements and the suitable amount of space dedicated to guest services at a ski area. Parents, grandparents, and siblings visit to watch a family member participate in an activity, while some guests are content to explore the base area before jumping into a recreation experience.

Based on industry standards, the number of passive guests can vary between 5% and 15% at a regional ski area. Based on historic visitation patterns and the impact the proposed improvements will have on the guest experience and the Resort's reputation in the region, passive guests are understood to account for 15% of daily visitation. This results in approximately 730 guests per day in the Alpine area.

4.2.9 Alpine Area at Buildout - Winter

With the development of the approved and proposed Alpine projects, Cypress Mountain Resort will realize an improved winter experience at buildout without expanding beyond its existing Controlled Recreation Area, as illustrated in Figures 4-3a and 4-3b. The redevelopment of the Easy Rider terrain into a dedicated Beginner Area, the relocation of the Easy Rider Quad to form the new Lower Bowen Quad in place of the aging Midway Chair, and upgrades to the Lions Express (to a detachable 8-person chairlift), Eagle Express (to a detachable 6-person chairlift), and Raven Ridge (to a detachable quad 4-person chairlift) together modernize the lift network, address the longstanding shortfall in beginner terrain, and improve circulation and the lift experience across the mountain. These on-mountain improvements are complemented by the Sky Quad Hut and viewing platform and the Lion's Lodge near the top of the Lions Express, which extend guest services higher on the mountain and relieve pressure on the base area, while targeted snowmaking additions on the Beginner Area, Rainbow, Lower Bowen, Lower Fork, Cascade, and the Raven Ridge pod protect early and late season reliability.

The net effect of these changes optimizes existing terrain rather than increasing the Resort's scale. At buildout, the Alpine Area's Comfortable Carrying Capacity increases modestly to 4,866 skiers at one time, up 153 over existing conditions, driven almost entirely by new beginner and novice terrain that brings the resort's skier distribution closer to the Metro Vancouver marketplace.



Cypress Mountain
Master Plan
2026

Legend

- Existing Ski Lift
- Existing Ski Runs
- Existing Buildings
- Road and Parking
- Controlled Recreation
- Cypress Park
- Metro Vancouver Watershed

Prepared for:



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Cypress Proposed
Alpine Area
Winter

Figure 4-3a

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Cypress Mountain
Master Plan
2026

- Legend**
- Existing Ski Lift
 - Proposed Ski Lift
 - New Buildings and Expansions
 - Cantilevered Bridges
 - Existing Buildings
 - Road and Parking
 - Controlled Recreation Area

Prepared for:

cypress mountain

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The Cypress Mountain Resort SRDP is focused on optimizing its existing terrain, so guests have a better time on the trails and in the Lodge

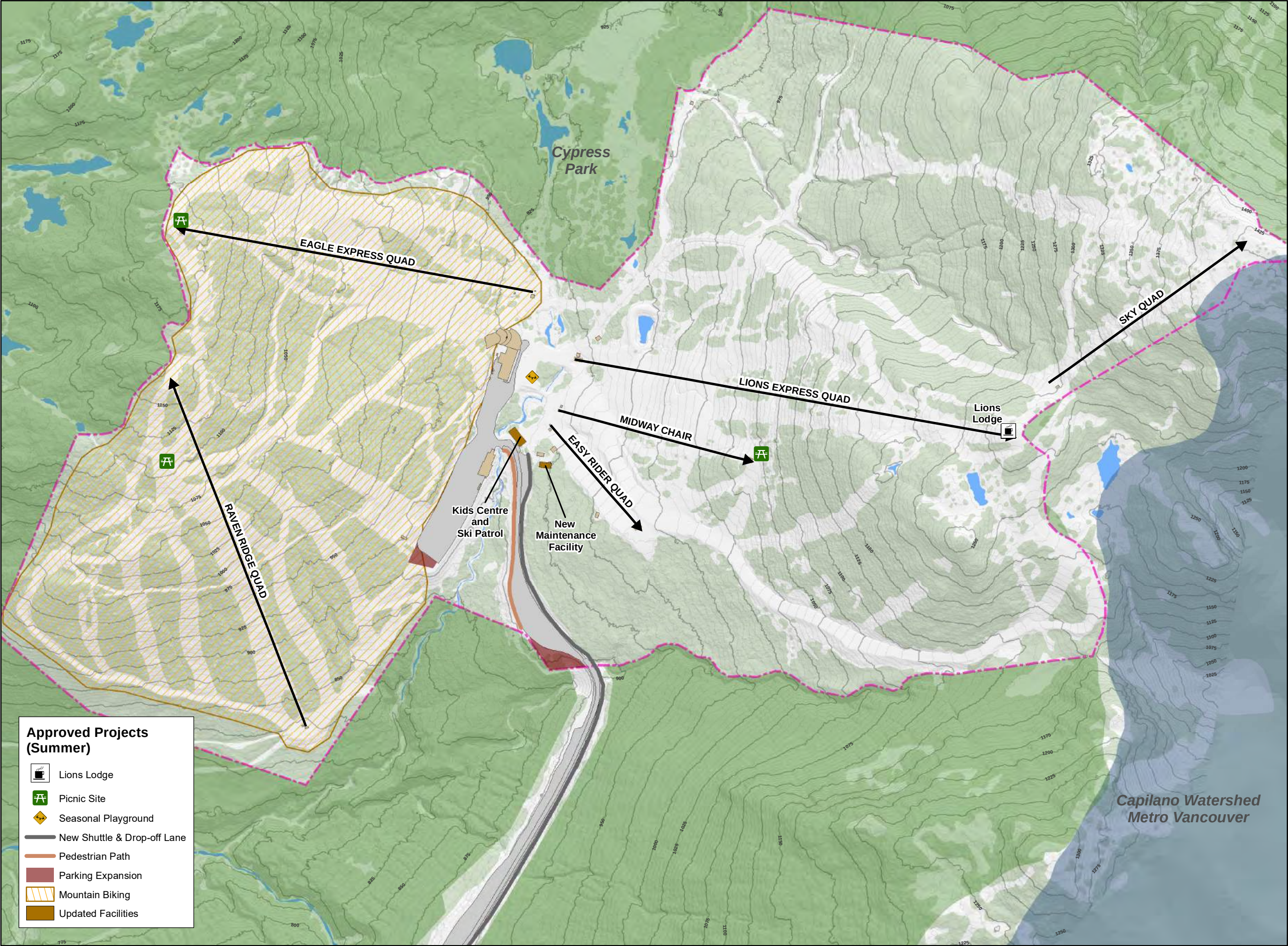
4.2.10 Approved Alpine Projects – Summer

The following section details notable summer projects that were approved through the 1996 Master Plan and the 2004 Master Plan Amendment, and that have been carried forward to the 2026 SRDP (Figure 4-4)

Lift-Assisted Mountain Biking

The vision for Lift-Accessed Mountain Biking presented in the 2004 Master Plan Amendment carries through to the 2026 SRDP. CMR has engaged Gravity Logic to design and construct a Mountain Bike Park within the previously approved areas on Black Mountain, with the Bike Park expected to open to the public in Summer 2027 (Figure 4-4a). The downhill trail network will feature both flow (smooth) and technical (rocks, roots) trails, catering to the full spectrum of skills and abilities found in the marketplace.

It should be noted that while CMR is proposing to improve and expand the summer activities on offer and become a regional recreation destination through all four seasons, winter recreation activities (i.e., downhill skiing, Nordic skiing, tubing, snowplay) will always be the dominant season in terms of visitation. While shoulder and summer visitation are anticipated to grow over the coming years, they will not surpass winter visitation, and as such, summer visitation will not influence the Resort's Comfortable Carrying Capacity or Balanced Resort Capacity.



Cypress Mountain
Master Plan
2026

Legend

- Existing Ski Lifts
- Existing Building
- Roads and Parking
- Controlled Recreation Area
- Cypress Park
- Metro Vancouver Watershed

Prepared for:



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Approved Projects
Alpine Area
Summer

Figure 4-4

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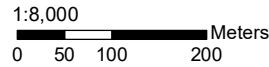
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Approved Projects
Alpine Area
Bike Park

Figure 4-4a

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4.2.11 Proposed Alpine Projects – Summer

CMR is moving to expand its summer season offering, developing guest experiences that showcase and embrace the Park's natural values, stunning scenery, and Vancouverites' passion for outdoor recreation and adventure. The overarching intent is to create a series of varied and accessible activities that offer something for everyone, and which can act as standalone experiences or be linked together, allowing guests to stay for a couple of hours up to a full day. The proposed summer for the Alpine Area is illustrated in Figure 4-5.

Hiking And Sightseeing

Cypress Park is already a popular destination for hikers and sightseers, with the Baden Powell and Howe Sound Crest trails acting as feature draws for Metro Vancouver residents. CMR believes it can create distinct and complementary hiking trails and sightseeing destinations within the CRA, catering to a diverse group of guests.

Working with BC Parks, CMR will seek to develop its hiking trail network on Mount Strachan and in the Nordic area, integrated with appropriately sited and scaled viewing platforms and interpretive signage and programs. Part of this work will include improving and expanding the signage and wayfinding system in the CRA (e.g., trail markers).

Adventure Activities

To diversify the guest experience on offer and add more family-oriented and accessible outdoor activities at the Resort, CMR proposes to identify and develop Adventure Activities that add to and complement the summer offering at the Resort, aligned with the Park's values and the expectations of guests and park users. These could include:

- A zipline course embedded within interpretive ecological, cultural, and historical programming.
- An aerial adventure park or ropes course.
- A Via Ferrata.
- A climbing wall.
- Disc golf (within pre-existing disturbed areas).
- Orienteering.
- Viewing structures and platforms

The final mix of activities and their physical layouts will be confirmed through project-specific submissions to BC Parks. The examples above illustrate the character of the proposed activities that could be developed, and their alignment with Park values.

Immersive Nature-Based Multimedia Experiences

The ways in which we learn about and experience our natural environment are changing rapidly. Mobile phone apps, holographic light displays, and augmented reality are only some of the technologies being implemented at parks and resorts, and these, and yet-to-be-invented technologies, are poised to (re)shape how guests at CMR can learn about and interact with their natural environment. As these technologies evolve, CMR will look to adopt and incorporate immersive nature-based multimedia experiences that align with Park values, are accessible to and engaging for a wide range of guests and create unique and novel means for people to learn about the natural environment, the area's history, and the region.

CMR will work with BC Parks to explore and confirm the details of these experiences through subsequent project-specific submissions.

Mountain Bike Learning Area and Family Zone

The proposed mountain bike learning area and family zone would be a beginner-oriented, learning-focused, skills development area located near the base of the existing Midway Chair and Easy Rider Quad. It would cater to kids and adults who may have never ridden a bike on a natural surface and be dedicated to developing their comfort, familiarity, and confidence in a new discipline. It would be developed as a low-key, welcoming space for guests to try out a new sport, supported by training programs (e.g., mountain bike schools or clinics), equipment rentals, and a skills course.

Summer Mountain Bike Events Area

Serviced by the relocated Lower Bowen Chair, the summer mountain bike events area would be developed on existing ski terrain. It could host a wide range of activities and events within easy walking distance from the Cypress Creek Lodge. Possibilities include mountain bike slopestyle, banked slalom, and big air events, ringed by spectator viewing areas to let guests watch riders at the pinnacle of the sport.



Cypress Mountain
Master Plan
2026

- Legend**
- Existing Ski Lifts
 - Existing Trails
 - Hiking Trails - Realigned
 - Hiking Trails Decommissioned
 - Controlled Recreation
 - Existing Buildings
 - Road and Parking
 - Cypress Park
 - Metro Vancouver Watershed

Prepared for:

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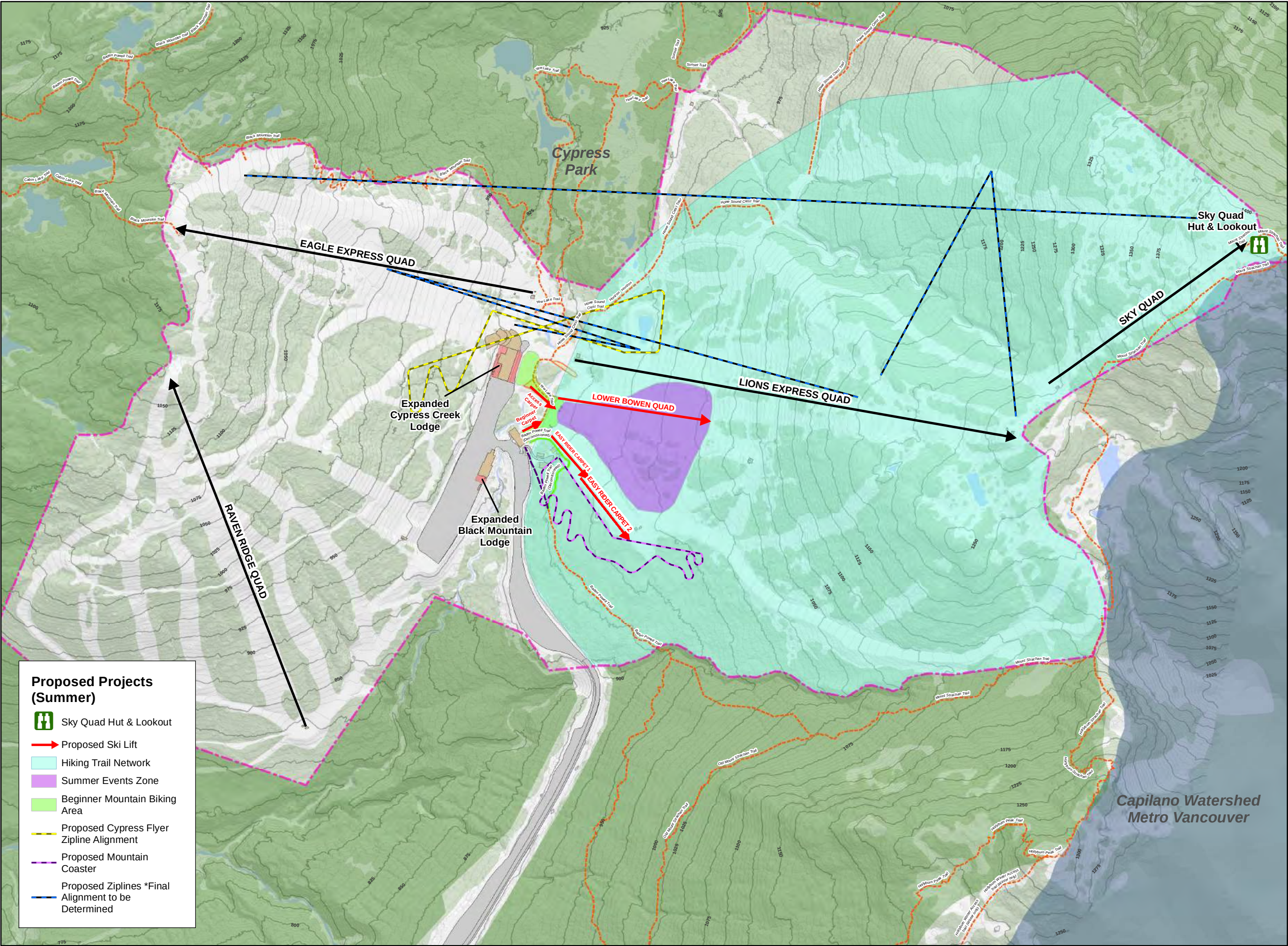
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Proposed Projects
Alpine Area
Summer

Figure 4-5



- Proposed Projects (Summer)**
- Sky Quad Hut & Lookout
 - Proposed Ski Lift
 - Hiking Trail Network
 - Summer Events Zone
 - Beginner Mountain Biking Area
 - Proposed Cypress Flyer Zipline Alignment
 - Proposed Mountain Coaster
 - Proposed Ziplines *Final Alignment to be Determined

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At Cypress Mountain Resort, the natural setting shapes the guest experience and underpins the operation itself

4.2.12 Alpine Area at Buildout - Summer

With the development of the approved and proposed summer projects in the Alpine Area, Cypress Mountain Resort will emerge as a genuine warm-weather recreation destination, as illustrated in Figures 4-6. Building on the relocated Mountain Coaster, hiking trails, and stunning views of Howe Sound, the summer program centres on a lift-assisted mountain bike park on Black Mountain, supported by a mountain bike learning area and family zone with an adjacent events area, and an expanded network of hiking trails and sightseeing destinations on Mount Strachan anchored by the Sky Quad Hut and viewing platform and the Lion's Lodge. These are complemented by a suite of accessible adventure activities, such as a zipline, aerial ropes course, and other family-oriented experiences, and by immersive nature-based multimedia programming, all developed within previously disturbed areas and confirmed through project-specific submissions to BC Parks.

Together, these offerings create a varied, complementary summer experience that can be enjoyed as standalone activities or linked across a full day, extending CMR's attractiveness through the shoulder and summer seasons and diversifying its appeal as climate conditions evolve.



Cypress Mountain
Master Plan
2026

Legend

- Existing Ski Lifts
- Existing Trails
- Hiking Trails - Realigned
- Controlled Recreation Area
- Existing Buildings
- Road and Parking
- Cypress Park
- Metro Vancouver Watershed

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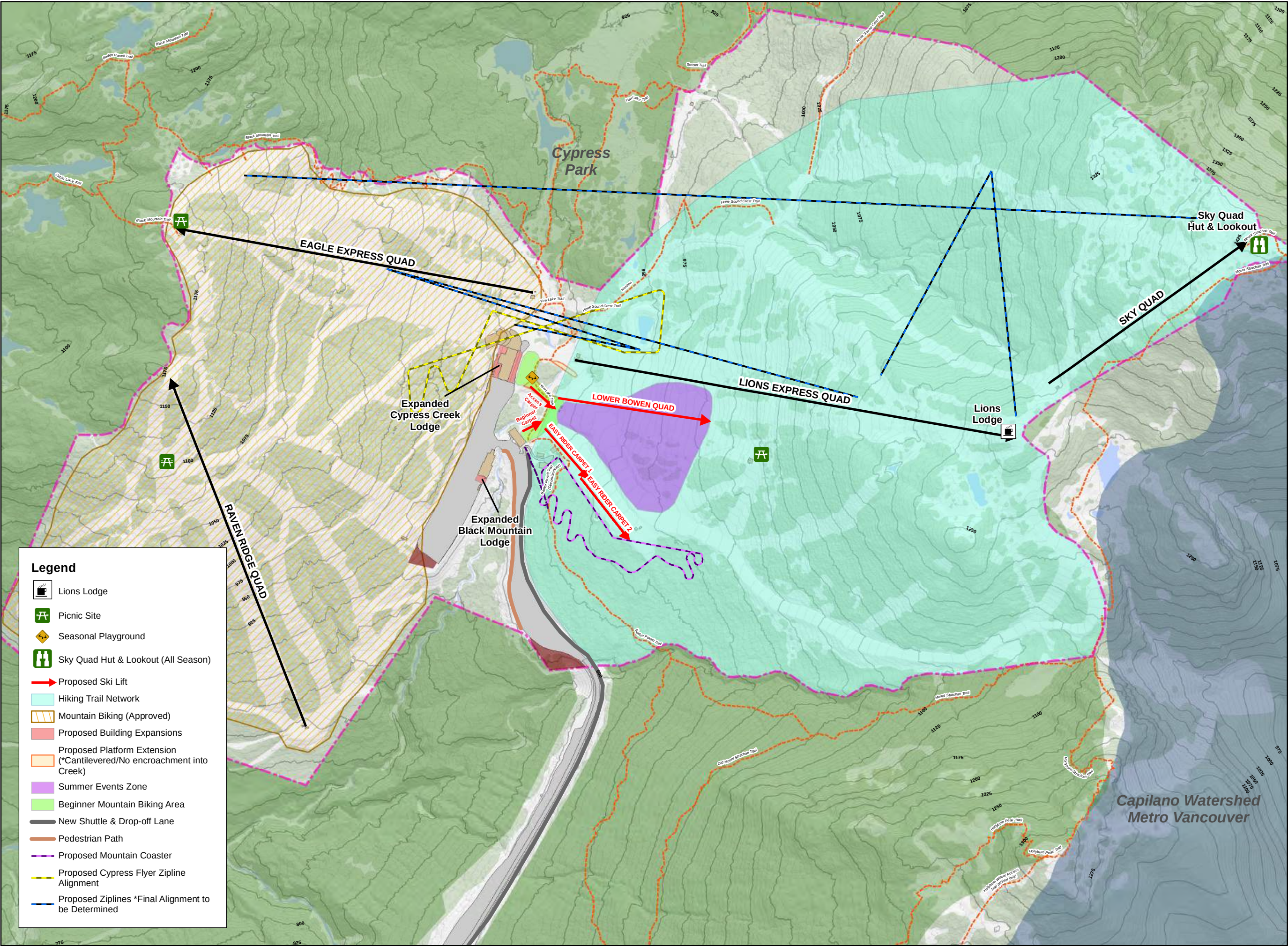


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Cypress Resort
Alpine Area at Buildout
Summer
Figure 4-6



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The 2010 Olympic Legacy shines at Cypress Mountain Resort

4.3 NORDIC AREA SKI RESORT DEVELOPMENT PLAN

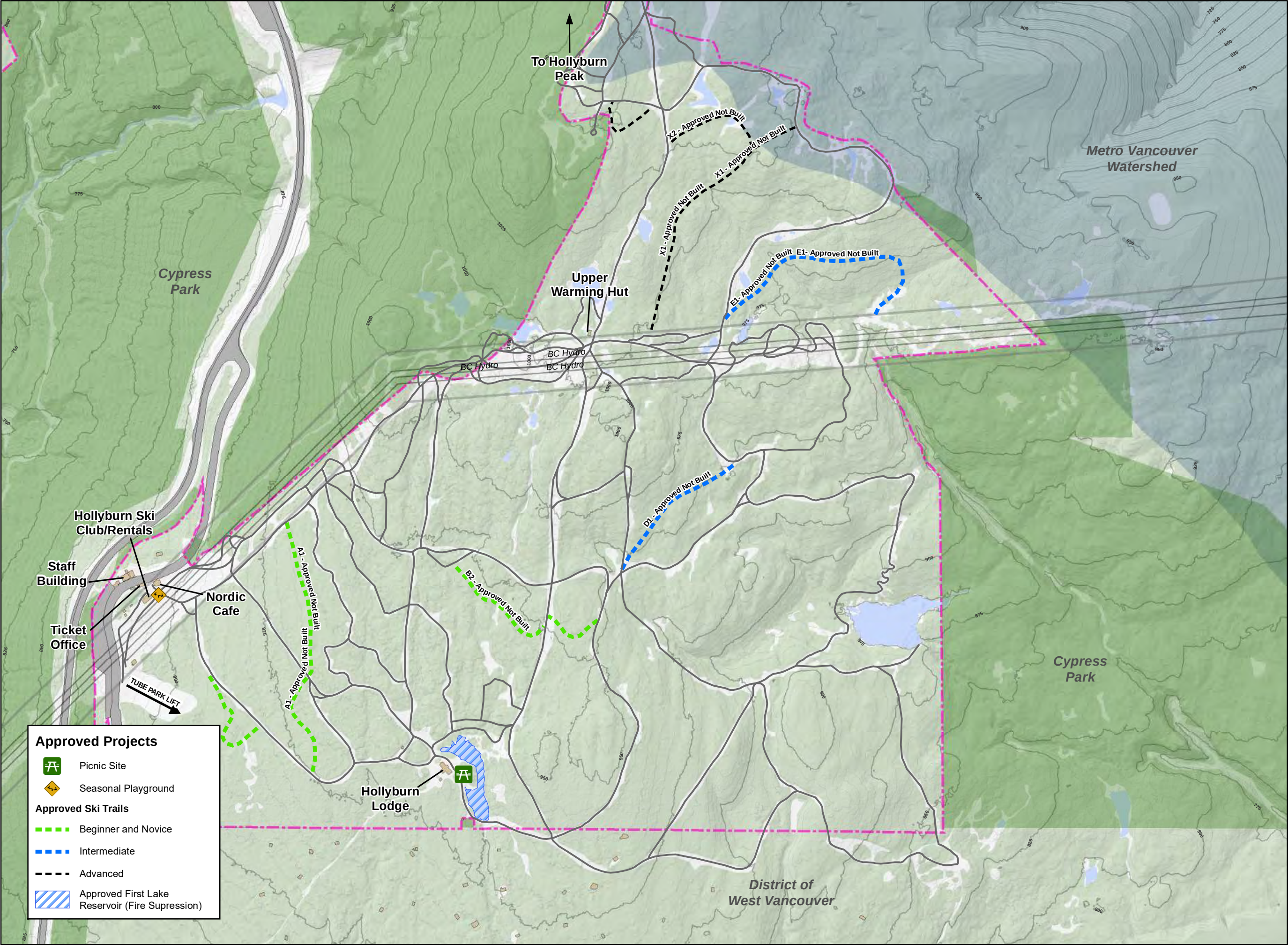
4.3.1 Approved Nordic Projects – Winter

Additional Nordic Trails

Nine Nordic trails were drafted, assessed, and approved as part of the 1996 Master Plan, but have not yet been developed. In review, these alignments would benefit the existing trail network, adding needed intermediate Nordic trails and creating new links and potential loops or routes while complementing the existing trails (Table 4-4 and Figure 4-7).

Table 4-4. Proposed Nordic Trails

Name	Length (m)	Difficulty
A1	529	Beginner
B2	248	Beginner
C1	129	Beginner
D1	314	Intermediate
E1	530	Intermediate
Y1	237	Beginner
X1	531	Intermediate
X2	217	Intermediate
X3	146	Intermediate



Picnic Site

Seasonal Playground

Approved Ski Trails

Beginner and Novice

Intermediate

Advanced

Approved First Lake Reservoir (Fire Supression)



Cypress Mountain
Master Plan
2026

Legend

- Existing Nordic Trails
- Existing Lifts
- Existing Buildings
- Roads and Parking
- Controlled Recreation Area
- BC Hydro Transmission Lines
- BC Hydro Right of Way
- Metro Vancouver Watershed
- Cypress Park
- Lakes

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Approved Projects
Nordic Area

Figure 4-7

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4.3.2 Proposed Nordic Projects – Winter

The proposed concept for the Nordic Area at Cypress Mountain Resort builds upon its position as Metro Vancouver's largest Nordic skiing trail network. The concept respects the area's environmental realities, which are a significant draw for guests, while recognizing its increasing popularity and the strain this demand places on base area facilities, parking, and the trails themselves.

A significant part of the proposed changes in the Nordic Area is the update of the Nordic Base Area buildings and facilities. This is discussed in more detail in Sec. 4.6.

As proposed, CMR's Nordic trail area would include:

- Upgraded Tube Park
- Warming Huts
- Expanded Night Skiing

The proposed winter concept for the Nordic Area is illustrated in Figure 4-8.

The proposed concept for the CMR Nordic Area does not include any summer season developments or activities. However, CMR will continue to explore and evaluate potential summer season uses that are consistent with Park values and the desired guest experience and bring these to BC Parks for consideration if there is an interest in pursuing them.

Tube Park

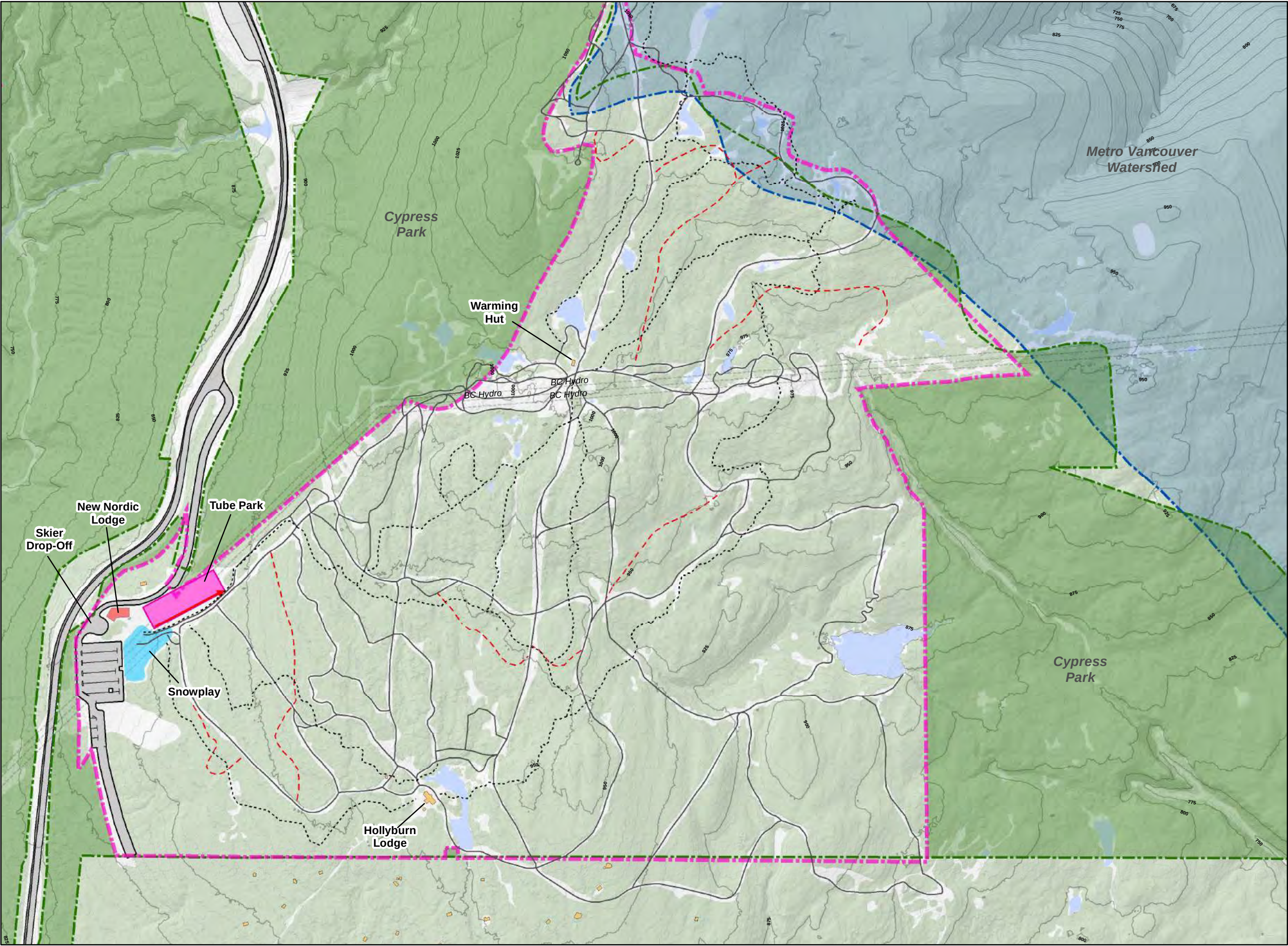
The Tube Park has been redesigned, expanded and improved, and shifted closer to the Nordic base area. The relocated tube park makes use of an existing Nordic skiing area under the BC Hydro transmission line right-of-way, minimizing impact to the land while creating an improved experience. The Tube Park is proposed to be increased in length to 160 metres and widened to 40 metres, accommodating 8 groomed tube lanes and an upgraded tube lift. Correspondingly, the Tube Park's capacity will increase to 800 tubers per day.

Warming Huts

The current warming hut, located near the intersection of Upper Powerline and Pacific trails, is a popular destination for Nordic skiers, offering a break from the cold and a place to warm up, eat a snack, and converse with friends and fellow skiers. CMR will look to replicate this experience with additional warming huts dispersed around the Nordic area, at key trail intersections, viewpoints, or points of interest. The final design will be confirmed through discussion with BC Parks, but the intent is for the huts to be temporary, sitting upon the land, without need for foundations, and be self-contained, with heating and light supplied through wood or onsite fuel sources (e.g., propane). The huts are intended to be all-season facilities, utilized by Nordic skiers and snowshoers in the winter, and hikers in the summer.

Night Skiing

Currently, most of the beginner and intermediate Nordic trails are lit and enable night skiing. In the future, CMR will look to extend trail lighting to all Nordic trails and snowshoeing trails.



Cypress Mountain
Master Plan
2026

Legend

- Proposed Snowplay Area
- Proposed Building
- Proposed Parking
- Relocated Tube Park
- Existing Lifts
- Proposed Lifts
- Cypress Park
- Controlled Recreation Area
- Metro Vancouver Watershed

Existing Nordic Trails

- Approved Nordic Trails (Not Built)
- Nordic Ski Trails
- Snowshoe Trails

Existing Roads and Parking

- Paved Parking
- Paved Road
- Paved Shoulder
- Existing Hydrology

Prepared for:



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Cypress Resort
Proposed Nordic Area
Winter
Figure 4-8

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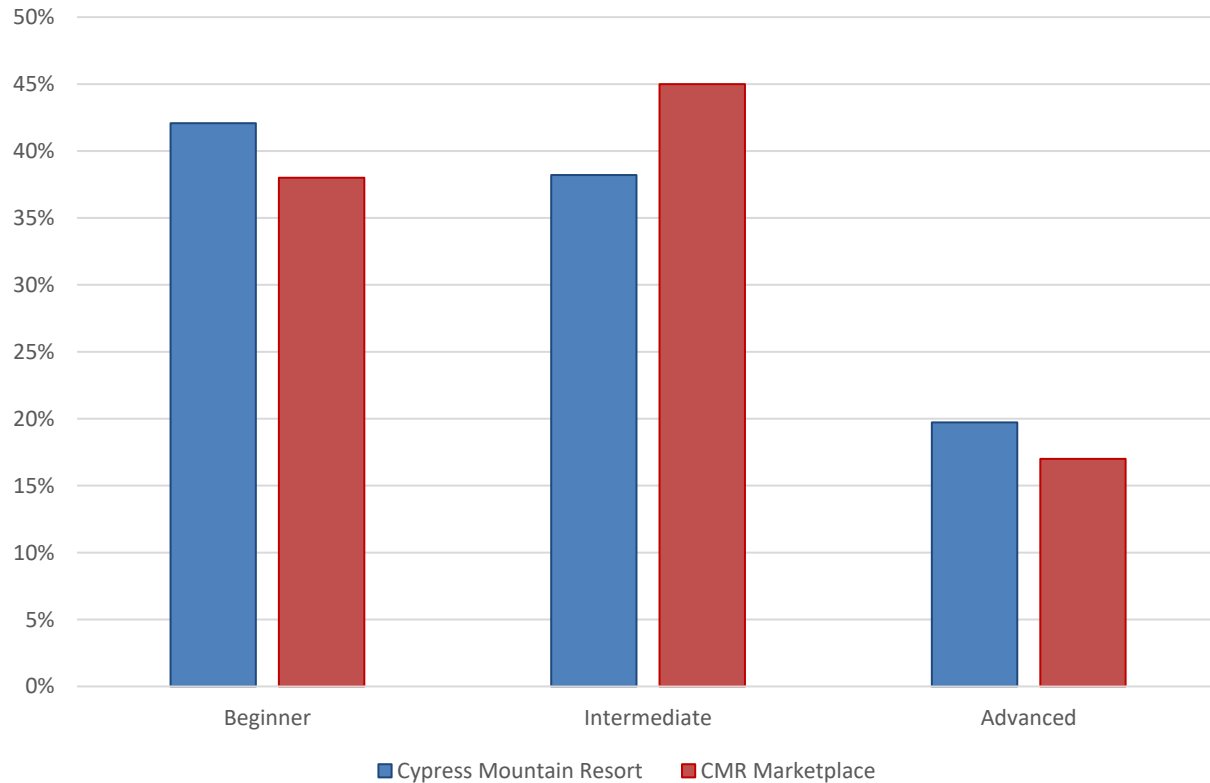
4.3.3 Nordic Comfortable Carrying Capacity

BHA applied industry-standard acceptable linear skier densities to the proposed Nordic trail network at CMR. Based on these densities and assuming two-way travel on all trails, the CCC for the Nordic Area was set at 1,010 skiers per day, an increase of 126 over the existing (Table 4-5). In total, the Nordic trail network would increase by approximately 2.9 km, with 1,150 m of Beginner trails and 1,750 m of Intermediate trails. These will improve the alignment with the Metro Vancouver marketplace, specifically the beginner segment, which has historically been very strong at CMR.

Table 4-5. Nordic Comfortable Carrying Capacity

Pod	Trail Length (km)	Nordic CCC by Skill Class			Total
		Beginner	Intermediate	Advanced	
Nordic	25.2	425	386	199	1,010

Chart 4-3. Nordic Area Trail Balance Assessment



4.3.4 Other Winter Activities

Snowshoeing

The existing snowshoe trail network will remain unchanged, but is expected to continue to increase in popularity. By buildout, it is expected to attract 400 guests per day.

Snowplay

The location of the snowplay experience will shift with the redevelopment of the Nordic Base area, but the experience will remain as it is. It is expected that it will continue to attract 50 guests per day.

Passive Guests

Based on industry standards, the number of passive guests at a regional ski area can vary between 5% and 15%. From experience, passive guests account for 10% of daily visitation in the Nordic area, and are expected to result in approximately 226 guests per day at resort buildout.

4.4 PROPOSED BALANCED RESORT CAPACITY

The Balanced Resort Capacity of the proposed activities and attractions at the ski area was the foundation used to define the required capacity of all necessary supporting facilities, such as restaurants, retail outlets, parking, and ski area services in the Alpine and Nordic Areas. As illustrated in Tables 4-6a and 4-6b, as proposed, the BRC of CMR is 5,596 and 2,486 for the Alpine and Nordic areas, respectively, resulting in a total BRC of 8,082.

Table 4-6a. Proposed Alpine Balanced Resort Capacity

Total Alpine CCC	4,866
Passive Guests (15% of Capacity)	730
Alpine BRC	5,596

Table 4-6b. Proposed Nordic Balanced Resort Capacity

Total Nordic CCC	1,010
Additional Activities (Winter)	
Snowplay	50
Tubing	800
Snowshoers	400
Total Additional	1,250
Total Activities Capacity	2,260
Passive Guests (10% of Capacity)	226
Nordic BRC	2,486

4.5 ALPINE BASE AREA

4.5.1 Proposed Alpine Base Area

The development of Cypress Creek Lodge created a world-class lodge, catering to all the needs and expectations of guests and acting as a central hub for guest activities in the Alpine area. The proposed Alpine base area concept builds off the strengths of the Cypress Creek Lodge, raising the rest of the Alpine base area to the same standard. It is focused on the East Base area, generally defined as the lands surrounding the existing alpine maintenance shop and first aid building.

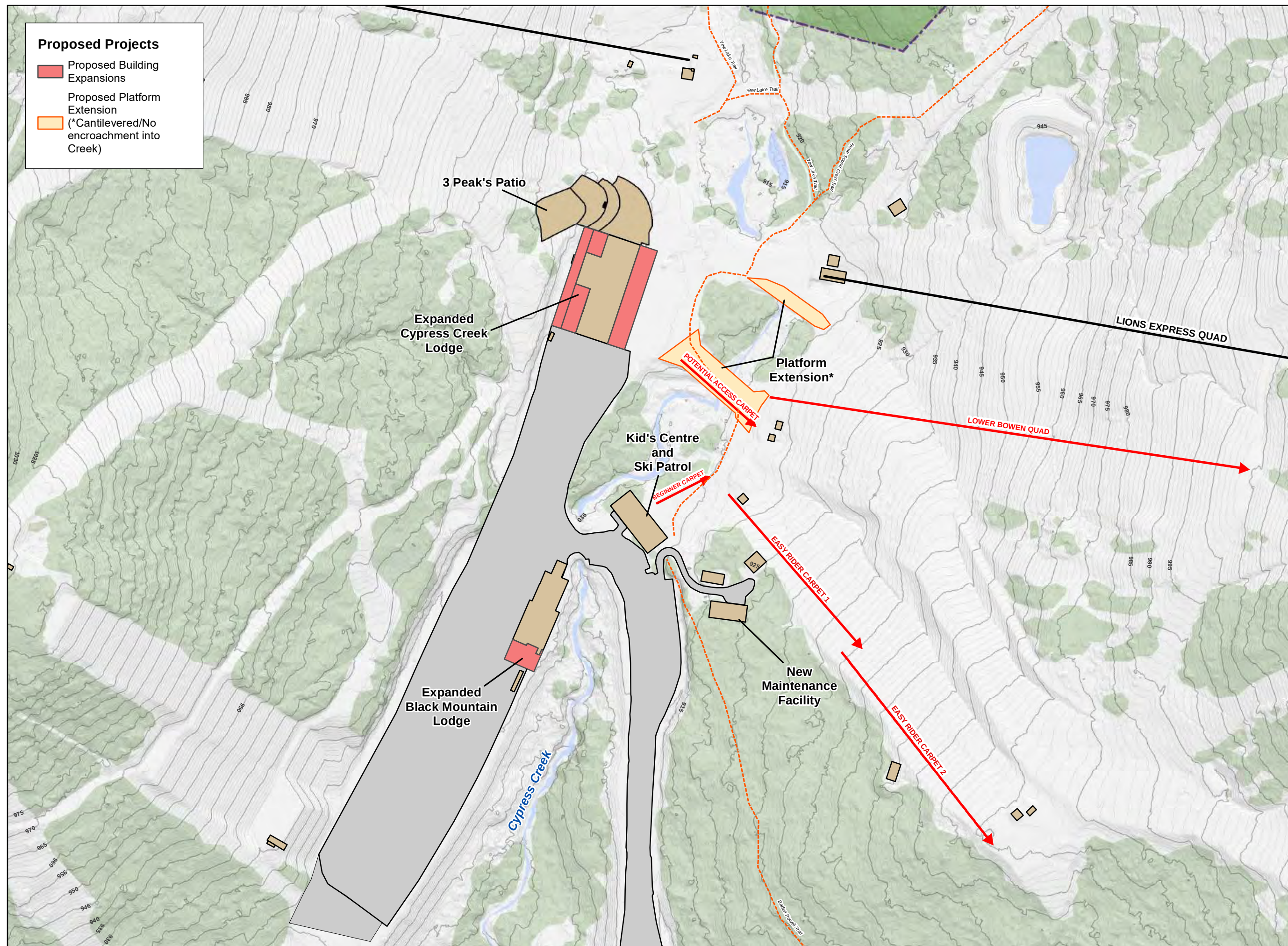
The proposed Alpine base area concept builds on the ideas and base area elements approved in the 1996 Master Plan and 2004 Amendment, updated to reflect current realities at CMR. Specifically, the East Base plan aims to:

- Capitalize on opportunities to improve guest access with a drop-off area.
- Tie the existing beginner ski terrain and proposed Beginner Area into a children's centre and ski school building, making it simple and easy for kids (and parents) to transfer from family vehicles, access kids' programming (e.g., lessons), and start their ski day.
- Update the current ski patrol and first aid building, serviced with direct road access.
- Increase the size of the alpine maintenance area near the Easy Rider area, store groomers on site, and limit the need for snow groomers to travel to the primary maintenance yard near the Nordic area, approximately 4 km away.

The proposed Alpine Base Area concept is illustrated in Figure 4-9.



Cypress Creek Lodge – a world-class lodge that sets the precedent for future base area upgrades to follow.



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4.5.2 Proposed Skier-Related Built Space

At buildout, with the on-mountain projects realized, CMR must have sufficient built space to accommodate approximately 5,596 guests in the Alpine Base Area. As the projects considered in the SRDP concept are focused on improving the guest experience, and not expanding the terrain available, the space required to accommodate these guests is similar to CMR's existing needs (see Sec. 2.6.1). In total, CMR will need to develop approximately 23,000 ft² of additional built space at buildout. Table 4-7 provides a breakdown of required space by service and function.

Table 4-7. Required Built Space at Buildout – Alpine Area

		Alpine CCC	4,866	
		BRC	5,596	
Service/Function	Existing Space (ft²)	Space Required (ft²)	Difference (ft²)	% of Required
Restaurants and Related Facilities				
Restaurant	9,989	24,091	-14,102	41%
Kitchen/Scramble	5,668	9,636	-3,968	59%
Bar/Lounge	3,737	2,409	1,328	155%
Subtotal	19,394	36,137	-16,743	54%
Retail				
Equipment Rental/Repair	7,364	4,713	2,651	156%
Retail Sales	1,172	4,818	-3,646	24%
Subtotal	8,536	9,532	-996	90%
Skier Services				
Washrooms	3,904	8,327	-4,423	47%
Ski Patrol/First Aid	888	1,898	-1,010	47%
Ski School	5,595	6,617	-1,022	85%
Public Lockers	960	4,713	-3,753	20%
Day Care/Nursery	-	5,604	-5,604	0%
Ticket Sales	1,195	628	567	190%
Other	2,765	-	-	-
Subtotal	15,307	27,788	-12,481	55%
Operations / Storage				
Administration	5,187	3,928	1,259	132%
Employee Lockers	3,299	1,571	1,728	210%
Subtotal	8,486	5,499	2,987	154%
Programmed Space				
Total Attraction Related Space	51,723	78,955	-27,232	66%
Back of House				
Mechanical / Furnace	8,215	4,737	3,478	173%
Storage	3,161	5,527	-2,366	57%
Circulation, Walls and Waste	10,169	6,316	3,853	161%
Subtotal	21,545	16,581	4,964	130%
Total Built Space	73,268	95,536	-22,268	77%

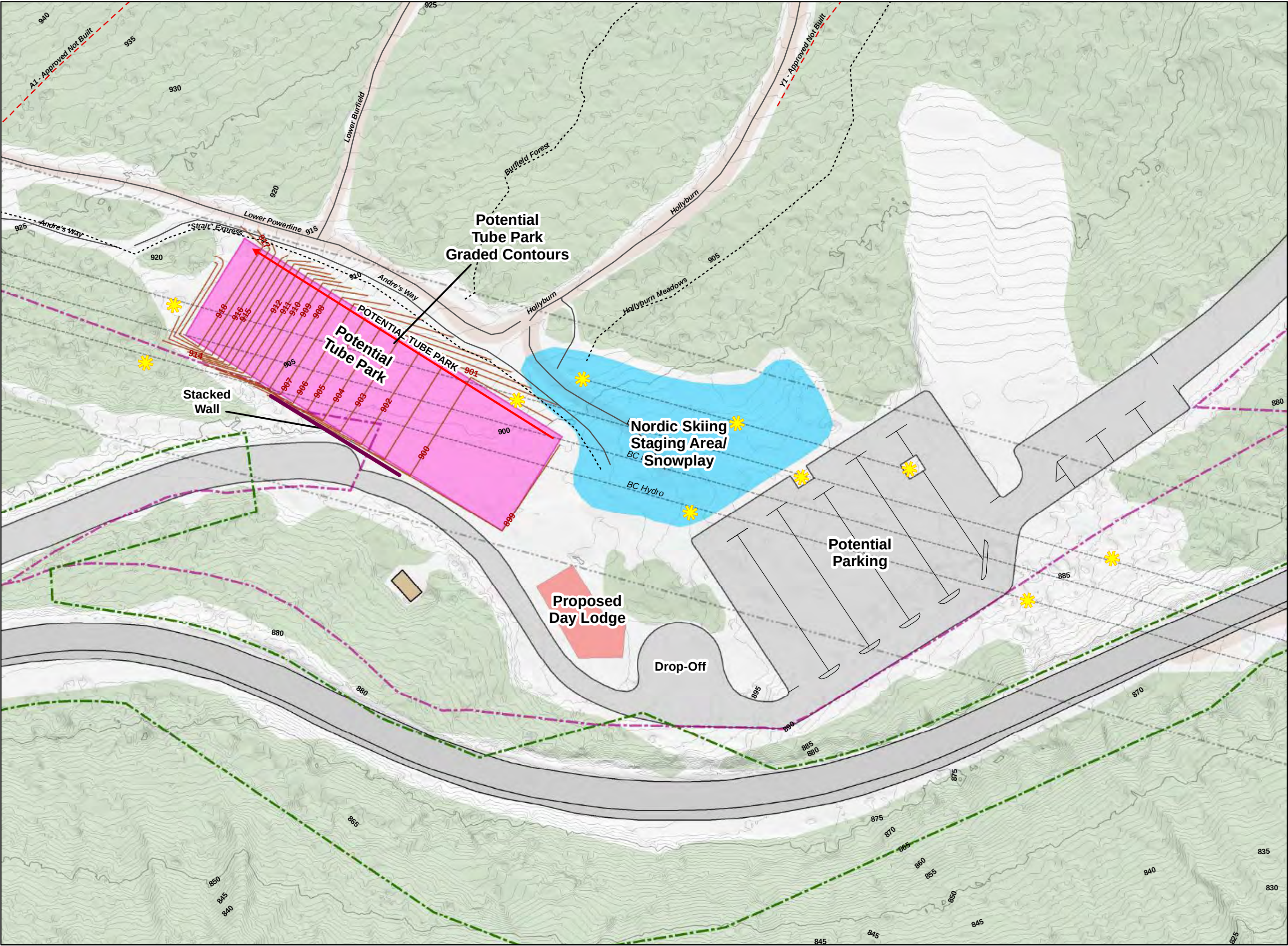
4.6 NORDIC BASE AREA

4.6.1 Proposed Nordic Base Area

The existing Nordic base area was developed in a piecemeal fashion to quickly address guest needs as they arose. This approach has led to a sub-optimal layout, with various buildings and related services scattered throughout the base in a somewhat disjointed fashion. Further, the existing facilities are significantly undersized given the number of guests coming up to go Nordic skiing, tubing, or play in the snow. This need will only increase with the development of additional Nordic trails and the expanded tube park.

The 1996 Master Plan recognized the significant benefits of redeveloping the Nordic base area, and the 2004 Master Plan Amendment reaffirmed them. The 2026 SRDP carries the goals and objectives for the Nordic Area from those plans forward, with updates and revisions to the previous concepts that are intended to deliver a superior guest experience while reflecting the current and future needs of guests and CMR.

As proposed, the Nordic base area would be transformed, with restaurant, rental, retail, and guest services centralized in a new Lodge embedded on the edge of the forested area (Figure 4-10). The concept also creates additional parking and improved pedestrian and vehicle access and circulation, with a dedicated drop-off area, direct connections to the trail network and tube park, and the spatial separation of cars and the Lodge.



Cypress Mountain
Master Plan
2026

- Legend**
- Controlled Recreation Area
 - Cypress Provincial Park
 - Hydro Lines
 - Existing Powerline Right of Way
 - Existing Powerline Towers
 - Potential Tube Park Graded Contours
 - Existing Snowshoe Trails
 - Snowshoe Trails
 - Existing Nordic Ski Trails
 - Potential Nordic Trails (Not Built)
 - Nordic Ski Trails
 - Proposed Nordic Area Concept
 - Proposed Building
 - Proposed Parking
 - Relocated Tube Park
 - Existing Buildings
 - Existing Hydrology

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4.6.2 Proposed Skier-Related Built Space

As proposed, the Nordic Area will see significant updates and improvements by buildout, including additional Nordic ski trails and an expanded and realigned tube park. The Nordic Base Area must undergo a similar process of expansion and improvement, addressing existing challenges while achieving a balance with the proposed activities. At buildout, the Nordic area will require approximately 20,000 ft² of additional built space. This includes expanded restaurant and kitchen facilities, ski patrol, and storage space (Table 4-8).

Table 4-8. Required Built Space – Nordic Area

		Nordic CCC	1,010	
		Nordic BRC	2,486	
Service/Function	Existing Space (ft ²)	Space Required (ft ²)	Difference (ft ²)	% of Required
Restaurants and Related Facilities				
Restaurant	2,857	10,706	-7,849	27%
Kitchen/Scramble	646	4,282	-3,636	15%
Bar/Lounge	170	1,071	-901	16%
Subtotal	3,673	16,059	-12,386	23%
Retail				
Equipment Rental/Repair	2,291	979	1,312	234%
Retail Sales	0	2,141	-2,141	0%
Subtotal	2,291	3,120	-829	73%
Skier Services				
Washrooms	590	1,729	-1,139	34%
Ski School	800	544	256	147%
Ski Patrol/First Aid	220	392	-172	56%
Public Lockers	-	979	-979	0%
Day Care	-	1,164	-1,164	0%
Ticket Sales	360	131	229	276%
Other	528	-	-	-
Subtotal	2,498	4,938	-2,440	51%
Operations / Storage				
Administration	996	816	180	122%
Employee Lockers	80	326	-246	25%
Subtotal	1,076	1,142	-66	94%
Programmed Space				
Total Attraction Related Space	9,538	25,259	-15,721	38%
Back of House				
Mechanical / Furnace	509	1,516	-1,007	34%
Storage	859	1,768	-909	49%
Circulation, Walls and Waste	65	2,021	-1,956	3%
Subtotal	1,433	5,304	-3,871	27%
Total Built Space				
	10,971	30,563	-19,592	36%

4.7 INFRASTRUCTURE

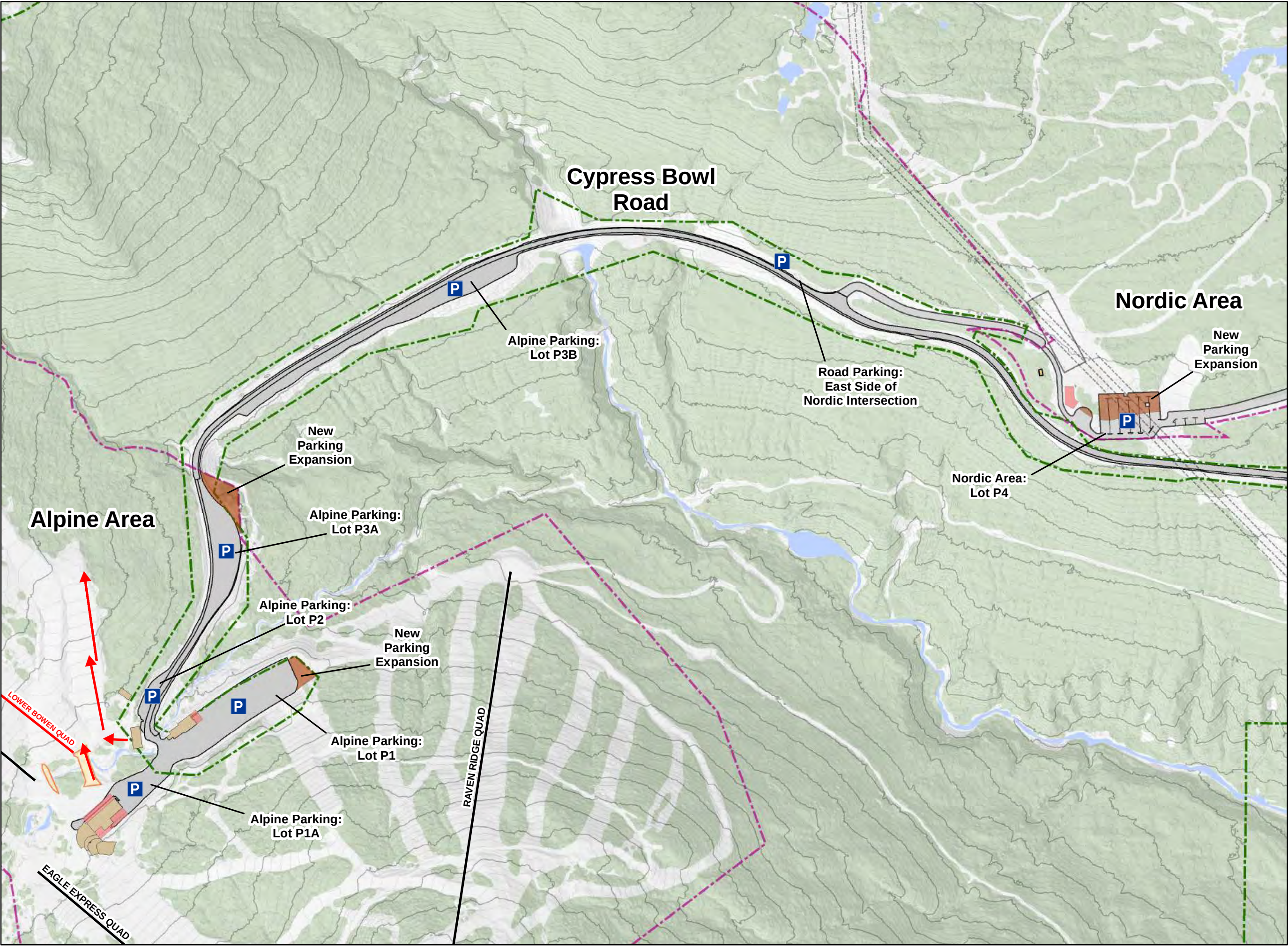
4.7.1 Proposed Parking

Parking lot expansions and improvements considered in the 2026 SRDP have been brought forward from the 2004 Master Plan Amendment, updated, and complemented by a revised Nordic Base Area. These include additional stalls in parking lots P1, P3A, and new parking areas adjacent to the intersection of Cypress Bowl Road and the turn-off to the Nordic Area and in the revised Nordic Base Area (Table 4-9, Figure 4-11).

Table 4-9. Proposed Parking

Area	Location	Car Capacity	Bus Capacity	Guest Capacity
Alpine	P1/P1A	790	4	2,017
	P2	90		207
	P3A	460		1,058
Nordic	West Side	100		230
	Nordic Intersection	70		161
	P4	480		1,679
Subtotal		1,990	4	4,777
With BC Parks	P3B	620		1,426
	Nordic Roadside	190		437
	P5	80		184
Subtotal		890		2,047
TOTAL		2,880	4	6,824

In addition to increased parking capacity, CMR will continue actively managing parking and vehicle traffic throughout the base area, with parking attendants monitoring and directing traffic. Further, CMR has deployed a successful Coach Bus shuttle service, connecting the resort with downtown Vancouver (Vancouver Art Gallery) and the North Shore (Lonsdale Quay). Additional stops may be added to respond to user demand. Additional services and programs to improve access to and parking at CMR will be explored in response to guest demand and CMR's ongoing efforts to provide a high-quality guest experience. Finally, CMR has added a winter parking lot shuttle service from Lot 3B to the Alpine and Nordic Base Areas. These shuttles are provided free of charge to all visitors (BC Parks and resort guests).



Cypress Mountain
Master Plan
2026

Legend

- Existing/Proposed Roads and Parking
- Hydro Lines
- Cypress Park
- Controlled Recreation Area
- Existing Buildings
- Existing Hydrology
- Vegetation

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Proposed Parking

Figure 4-11

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Proposed upgrades to parking and access will expand capacity and smooth the transition from vehicle to slopes, giving guests more time on the snow

4.7.2 Snowmaking Plan

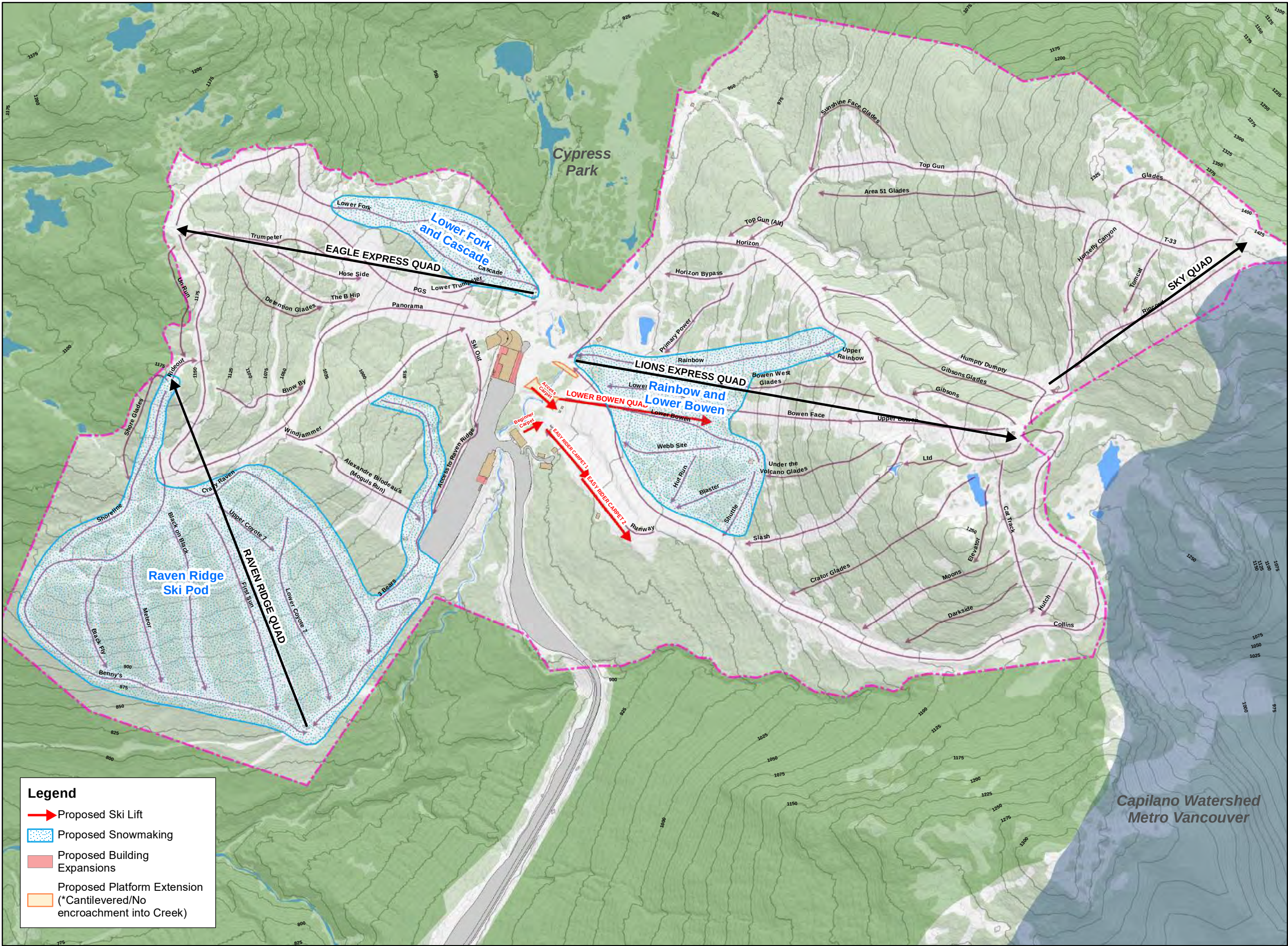
Through the 2026 SRDP, CMR would expand its snowmaking capabilities to include trails and areas critical to skier circulation and those with greater susceptibility to snow loss or degradation in snow quality (Figure 4-12). The proposed expansion of the snowmaking system at CMR includes:

- The Beginner Area;
- Rainbow and Lower Bowen;
- Lower Fork;
- Cascade; and,
- The Raven Ridge Ski Pod

The storage capacity of CMR's alpine water reservoir and the permitted withdrawal volumes under its current water license are sufficient to fully cover the proposed snowmaking areas and ensure an operational snowpack throughout a winter season.

4.7.3 First Lake Reservoir

In the Nordic area, with the redevelopment and update of the Nordic base and new Nordic Lodge, CMR will require additional non-potable water storage to meet fire suppression requirements. The feasibility assessments included with the 1996 Master Plan identified the First Lake Reservoir as the best available source for additional non-potable water. Further studies are required, and CMR will work with BC Parks to develop the detailed designs required for the First Lake Reservoir Project.



Cypress Mountain
Master Plan
2026

Legend

- Existing Ski Runs
- Existing Ski Lift
- Existing Buildings
- Road and Parking
- Controlled Recreation Area
- Cypress Park
- Metro Vancouver Watershed
- Existing Lakes, Ponds and Reservoirs

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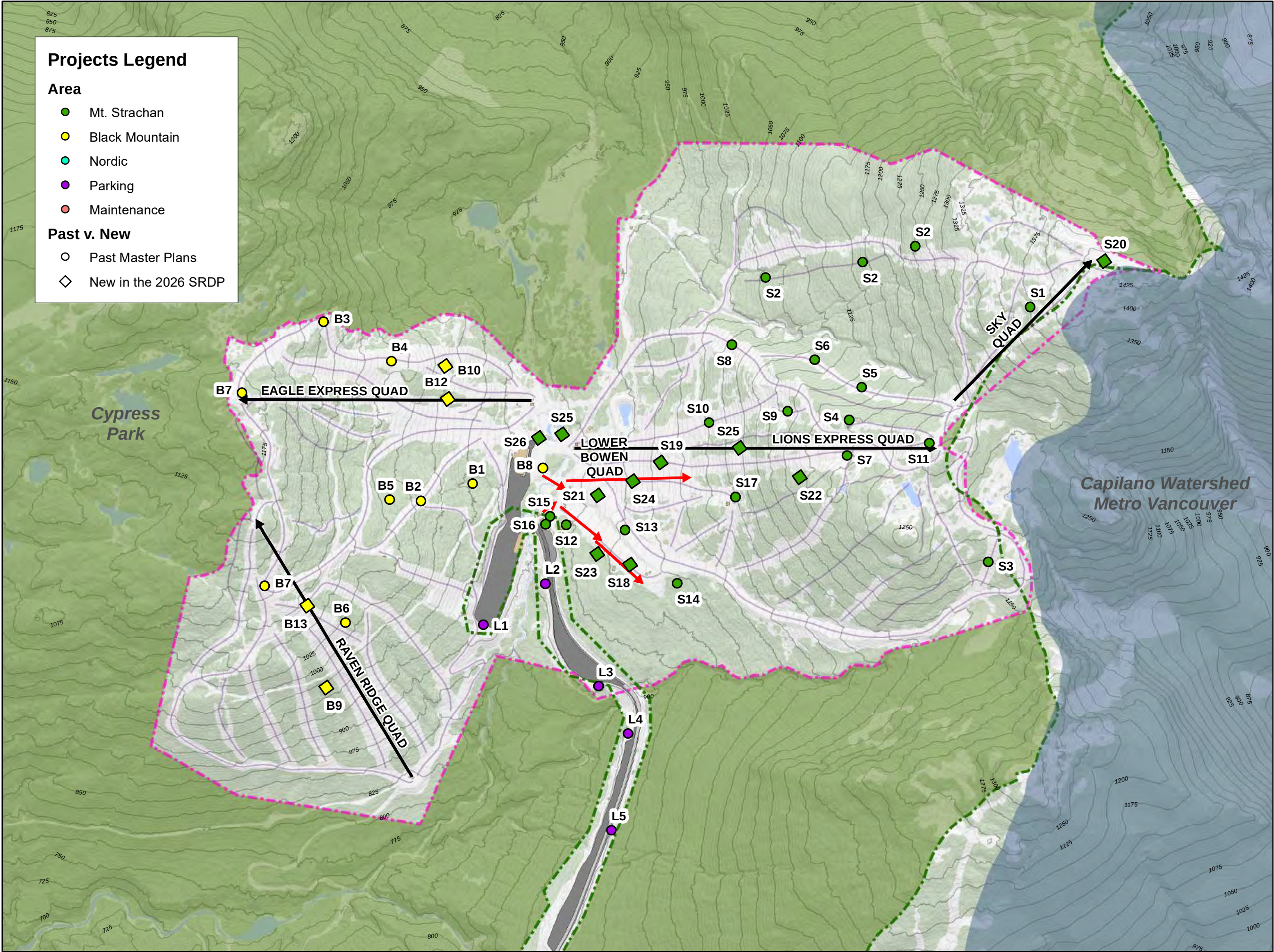
4.8 SUMMARY OF APPROVED AND PROPOSED ACTIVITIES AND PROJECTS

The following summarizes the proposed activities and projects described above in Section 4 (Table 4-10 and Figures 4-13a and 4-13b). Of note, the table and figures distinguish between projects that were approved under the existing 1996 Master Plan and 2004 Master Plan Amendment but not completed, and those that have been added for the 2026 SRDP. Evident from this is that most of the projects included in the 2026 SRDP are the continuation and realization of existing, approved resort activities and projects, with the new projects complementing what's already at CMR and responding to changes at the resort, guest expectations, and outdoor recreation generally.

Table 4-10. Summary of Proposed Activities and Projects

Code	Area	Name	Description	Status
B10	Black Mountain	Raven Ridge Snowmaking	The addition of snowmaking infrastructure (e.g., pipes, guns) throughout Raven Ridge Ski Pod.	New
B11	Black Mountain	Lower Fork Snowmaking	The addition of snowmaking infrastructure (e.g., pipes, guns) on Cascade and Lower Fork ski trails.	New
B12	Black Mountain	Eagle Express Lift	Upgrade Eagle Express Lift from a Detachable Quad 4-person chairlift to a Detachable 6-person chairlift	New
B13	Black Mountain	Raven Ridge Lift	Upgrade Raven Ridge Lift from a Fixed Grip Quad 4-person chairlift to a Detachable Quad 4-person chairlift	New
B2	Black Mountain	Raven Ski Trail	A ski trail approved through the 2004 Master Plan Amendment connecting 3 Bears Trail to the Ski Out trail, Parking Lot 1A and the Cypress Creek Lodge.	Previously Approved
B3	Black Mountain	Windjammer Trail Improvement	Remnant stands of trees within the existing trail alignment (approximately 8-10 trees) will be removed, incrementally widening the trail, re-contouring the slope to remove hummocks and stumps, as well as the entrance and exit transition to Panorama Trail to better align the slope with the Beginner and Novice skier skill class requirements. Culverts will be installed at upper, mid and trail exit drainage courses.	Previously Approved
B4	Black Mountain	Fork Trail Improvements - Grading	Rock will be blasted to recontour Upper/Mid Fork ski trail above and below the 90-degree bend to create a smooth, consistent transition and place the terrain within a single skill classification level.	Previously Approved
B5	Black Mountain	Fork Trail Improvements - Snow Fence	Installation of a snow fence or snow berm on the west side of the central segment of the Fork ski trail to mitigate snow loss from wind.	Previously Approved
B6	Black Mountain	Lift-Assisted Mountain Biking (LAMB)	A Lift-Assisted Mountain Bike Park on Black Mountain (Eagle and Raven Pods), with flow and technical trails catering to all abilities and skill levels (e.g., Beginner, Intermediate, and Advanced).	Previously Approved
B7	Black Mountain	Raven Ridge Trail Lighting	A trail lighting system will be installed throughout the trail network to enable night skiing. It will consist of underground cable, galvanized steel or wood poles, and light	Previously Approved

			fixtures similar to those utilized throughout the existing ski development.	
B8	Black Mountain	Potential Picnic Site	Picnic sites will be located throughout the CRA at appropriate sites, with the number of sites driven by demand. The sites would be compacted gravel pads/terraced stones along designated trails or in the base areas (previously disturbed sites). Potential sites previously identified include the top of the Eagle Express, the bend on the Panorama ski trail, First Lake in the Nordic Area, and the top of the existing Midway Chair. Final site selection and design are subject to BC Parks' approval.	Previously Approved
B9	Black Mountain	Seasonal Children's Playground	Children's Playground - 20x30m, summer only, within base development area on flat terrain using natural materials with final design subject to BC Parks approval.	Previously Approved
S1	Mount Strachan	Tomcat Glades	The removal of specific trees or small clusters of trees which significantly impede the functionality and capacity of the ski trail. The trees to be removed will be subject to individual submissions to BC Parks.	Previously Approved
S10	Mount Strachan	Lower Rainbow Trail Improvement	Formalize and improve drainage, and contour the slope to smooth it out and create a better ski experience. Also, trail lighting would be installed.	Previously Approved
S11	Mount Strachan	Lions Lodge	A modest café with an adjacent patio and washroom facilities. Relocated from the approved Sky Quad Lodge (1996 MP)	New - Relocated
S12	Mount Strachan	Alpine Maintenance Facility	An expanded maintenance facility and snowcat shop, up to 6,243 ft ² . This facility will limit the need for snowcats to travel back and forth to the primary maintenance facility 4 km away. Originally approved as part of the 2004 Master Plan amendment, but never developed. This project is part of the East Base redevelopment in the Alpine Area.	Previously Approved
S13	Mount Strachan	Collins and Runway Trail Improvement	To create additional Beginner and Novice terrain in the current Easy Rider Quad area, the edge of the Collins ski run will be shifted further upslope (approx. 30m) northwest of the current top terminal of the Easy Rider Quad, allowing the proposed Beginner Area ski terrain to expand into this area, creating additional ski area capacity for new skiers.	Previously Approved
S14	Mount Strachan	Collins Terrain Park	A new terrain park below the Collins ski trail, northeast of the top terminal of the current Easy Rider Quad.	Previously Approved



Projects Legend

Area

- Mt. Strachan
- Black Mountain
- Nordic
- Parking
- Maintenance

Past v. New

- Past Master Plans
- New in the 2026 SRDP

Cypress Mountain Master Plan 2026

Legend

- Existing Lifts
- New Lifts
- Cypress Park
- Controlled Recreation
- Existing Buildings
- Existing Ski Runs
- Existing Forest Cover
- Metro Vancouver Watershed

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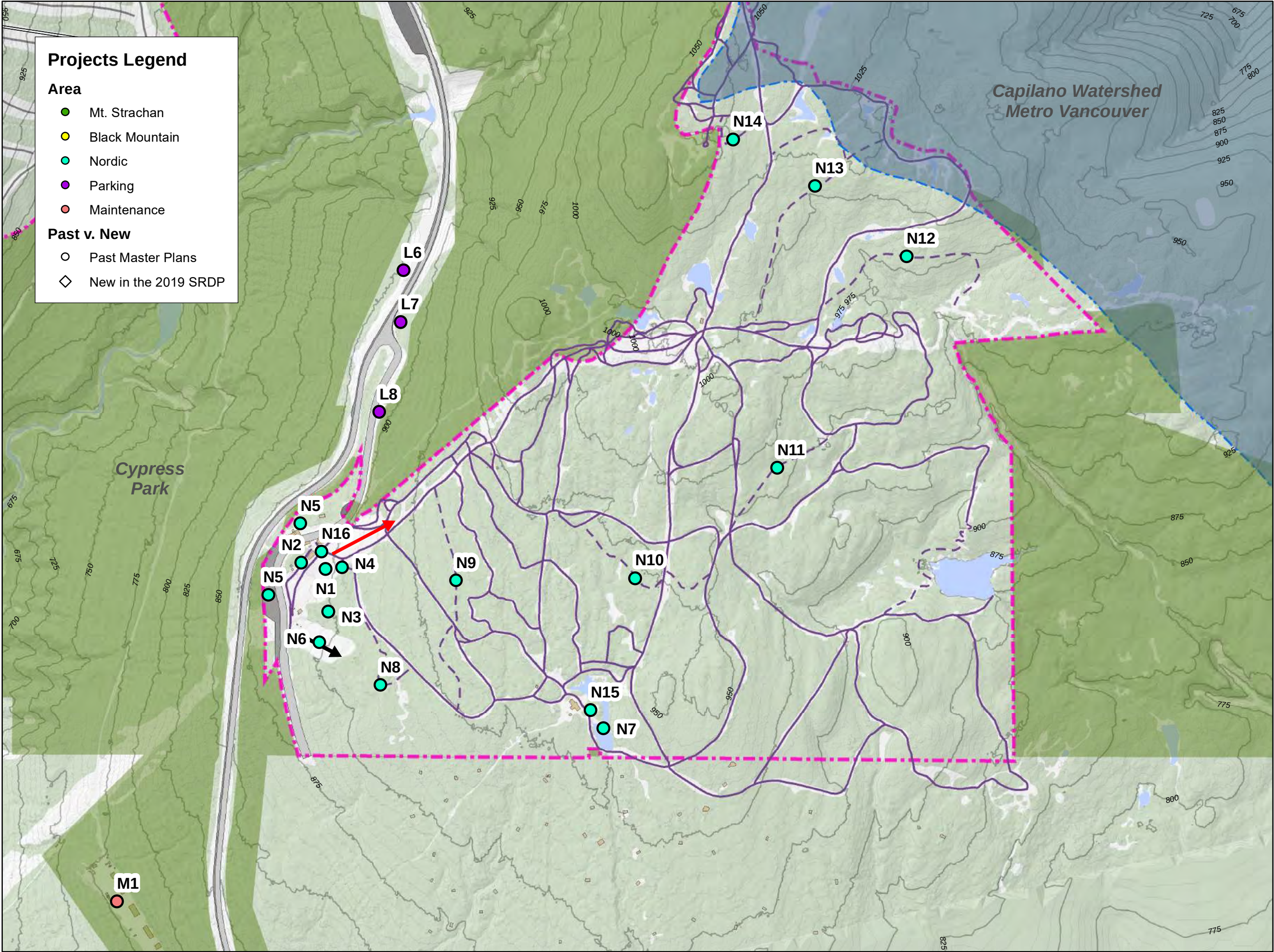
All Proposed Projects Alpine Area

Figure 4-13a

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S15	Mount Strachan	Children's Centre and First Aid Building	A foundational element of the East Base redevelopment in the Alpine Area, the new Children's Centre and First Aid Building will support improved and expanded programming for kids and ski school operations, integrating this expanded space with the proposed Beginner Area. The expanded First Aid facilities will have a direct connection to both the mountain and Cypress Bowl Road.	Previously Approved
S16	Mount Strachan	Alpine Drop-off	A drop-off area with direct access to the Children's Centre and Beginner Area, making it simple and easy for kids and parents to attend ski lessons and avoid delays from parking. It will work in concert with the proposed priority lane for buses and shuttles.	Previously Approved
S17	Mount Strachan	Potential Picnic Site	Picnic sites will be located throughout the CRA at appropriate sites, with the number of sites driven by demand. The sites would be compacted gravel pads/terraced stones along designated trails or in the base areas (previously disturbed sites). Potential sites previously identified include the top of the Eagle Express, the bend on the Panorama ski trail, First Lake in the Nordic Area, and the top of the existing Midway Chair. Final site selection and design are subject to BC Parks' approval.	Previously Approved
S18	Mount Strachan	Beginner Area and Snowmaking	The Beginner Area redevelopment will see the removal of the Easy Rider Quad in favour of a series of carpets that will allow CMR to better utilize areas of consistent grade, in turn creating Beginner ski terrain which is currently lacking. To support this, snowmaking will be extended from existing systems to cover this area.	New
S19	Mount Strachan	Lower Bowen and Rainbow Snowmaking	An expansion of the existing snowmaking infrastructure from surrounding ski trails to provide coverage for the Lower Bowen and Rainbow ski trails.	New
S2	Mount Strachan	Area 51 Glades	Undertake selective tree clearing to glade a fall line route from the top of the Top Gun side-hill to the north bank at the Montizambert Creek crossing to improve the existing ski experience and better align the trail's difficulty with Intermediate to Advanced skier skill class.	Previously Approved
S20	Mount Strachan	Sky Quad Hut and Viewing Platform	The hut would be a small all-season facility with an indoor seating area that would serve a limited selection of snacks and drinks, and cater to hikers and sightseers in the summer, and skiers in the winter.	New
S21	Mount Strachan	Beginner Mountain Bike and Family Zone	A beginner-oriented, learning-focused, mountain bike skills development area, dedicated to developing the comfort, familiarity, and confidence of riders trying out a new discipline. It will be supported by training programs (e.g., mountain bike schools or clinics), equipment rentals, a skills course, and a pump track.	New

S22	Mount Strachan	Hiking and Adventure Activities	CMR will expand its hiking trail network on Black Mountain, Mount Strachan, and in the Nordic area. The trails will be integrated with appropriately sited and scaled viewing platforms and interpretive signage and programs. Adventure Activities that add to and complement the summer offering at the Resort are aligned with the Park's values and the expectations of guests and park users. These could include: A zipline course embedded within interpretive ecological, cultural, and historical programming; An aerial adventure park or ropes course; Disc golf (within pre-existing disturbed areas); and orienteering.	New
S23	Mount Strachan	Adventure Activities	A zip line course and/or adventure activities that do not require specialized equipment and are accessible to a range of guests.	New
S24	Mount Strachan	Lower Bowen Quad	The Midway Chair will be replaced with the Easy Rider Quad, and oriented along a new alignment that provides similar access to existing ski terrain with a more comfortable ride.	New
S25	Mount Strachan	Lions Express Lift	Upgrade of the Lions Express Lift from a Detachable Quad 4-person chairlift to a Detachable 8-person chairlift	New
S3	Mount Strachan	Cat Track Tree Thinning	The removal of specific trees or small clusters of trees which significantly impede the functionality and capacity of the ski trail. The trees to be removed will be subject to individual submissions to BC Parks.	Previously Approved
S4	Mount Strachan	Gibsons Trail Improvement	Tree removal to define alignment at the entrance and to extend exit branch south to Horizon "S" bend, tree removal to incrementally widen to approximately 20- 25 m width, blast rock outcrops, remove hummocks and stumps and contour terrain with residual rock fill. Trail lighting would also be installed.	Previously Approved
S5	Mount Strachan	Humpty Dumpty Trail Improvement	Tree removal within the existing alignment to incrementally widen the trail where it 'pinches' the ski trail, and terrain modification to smooth the trail surface and bring the ski trail alignment into agreement with the trail's fall line.	Previously Approved
S6	Mount Strachan	Humpty Dumpty Utilities ROW	A utility Right of Way for the Sky Quad Hut, Lions Hut, and related infrastructure following the existing Humpty Dumpty ski trail (The shortest route through disturbed terrain). Utilities include electrical, sewer, and water services.	Previously Approved
S7	Mount Strachan	Upper Bowen Trail Improvement	The crest of the trail at the bottom of the trail, as it transitions to Bowen Face, would be blasted and re-contoured with the residual rock to improve continuity in trail grade and difficulty and improve skier sightlines. Trail lighting would also be installed.	Previously Approved



Projects Legend

Area

- Mt. Strachan
- Black Mountain
- Nordic
- Parking
- Maintenance

Past v. New

- Past Master Plans
- New in the 2019 SRDP



Cypress Mountain
Master Plan
2026

Legend

- Existing Lifts
- New Lifts
- Cypress Park
- Controlled Recreation Area
- Existing Buildings
- Existing Nordic Trail
- Proposed Nordic Trail
- Existing Forest Cover
- Metro Vancouver Watershed

Prepared for:

Cypress Mountain
6000 Cypress Bowl Road
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All Proposed Projects
Nordic Area

Figure 4-13b

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S8	Mount Strachan	Horizon Trail Improvement	To improve transitions and intersections with other trail sightlines, the exits of Humpty Dumpty, Gibsons, and Top Gun will be improved. Also, Mid and Lower Horizon will be recontoured, removing rock outcrops and smoothing the ski trail surface to better serve intermediate skiers.	Previously Approved
S9	Mount Strachan	Upper Rainbow Trail Improvement	To address current challenges with erosion, the drainage system will be upgraded to mitigate existing erosion paths. Also, CMR will undertake selective clearing of trees at the upper entrance, off the Horizon Trail. Trail lighting will also be installed.	Previously Approved
L1	Parking	Parking Lot Expansion	Parking Lot 1 (South End). An expansion of 40 parking stalls.	Previously Approved
L2	Parking	Pedestrian Access Lane	Cypress Bowl Road. A pedestrian lane from the ski area through to Parking Lot 3A	Previously Approved
L3	Parking	Parking Lot Expansion	Parking Lot 3A (South End). An expansion of 40 parking stalls.	Previously Approved
L4	Parking	Parking Lot Expansion	Parking Lot 3B (North End). An expansion of 20 parking stalls.	Previously Approved
L5	Parking	Shuttle/Drop-Off Lane	Cypress Bowl Road. A Shuttle Bus and Drop-Off Priority Lane from the Nordic Area Intersection to the Alpine Drop-Off area.	Previously Approved
L6	Parking	Parking Lot Expansion	New Parking Lot (West side of Cypress Bowl Road, opposite the Nordic Access Road). An expansion of 100 parking stalls. Note: This area is outside the CRA, and development would be undertaken in collaboration with BC Parks.	Previously Approved
L7	Parking	Parking Lot Expansion	New Parking Lot. An expansion of 70 parking stalls. Note: This area is outside the CRA, and development would be undertaken in collaboration with BC Parks.	Previously Approved
L8	Parking	Nordic Pedestrian Access Lane	A pedestrian lane located along the Nordic Access Road to improve guest access and parallel parking in the downhill lane of the Road.	Previously Approved
N1	Nordic	Nordic Lodge	A new Nordic Lodge to replace the existing collection of buildings in the Nordic Base Area. The new Nordic Lodge will contain a restaurant, rental facilities, washrooms, and more - all the guests expect and require for a fun day of Nordic skiing, snowshoeing, tubing, or sliding.	Previously Approved
N10	Nordic	New Nordic Trail B2	Nordic Trail B2 - 248 m, Beginner Difficulty, and Lit for Night Skiing. Originally approved as part of the 1996 Master Plan but never developed.	Previously Approved
N11	Nordic	New Nordic Trail D1	Nordic Trail D1 - 314 m, Intermediate Difficulty, and Lit for Night Skiing. Originally approved as part of the 1996 Master Plan but never developed.	Previously Approved
N12	Nordic	New Nordic Trail E1	Nordic Trail E1 - 530 m, Intermediate Difficulty. Originally approved as part of the 1996 Master Plan but never developed.	Previously Approved
N13	Nordic	New Nordic Trail X3	Nordic Trail X3 - 146 m, Intermediate Difficulty. Originally approved as part of the 1996 Master Plan but never developed.	Previously Approved

N14	Nordic	New Nordic Trail X1/X2	Nordic Trails X1 and X2 - 748 m, Intermediate Difficulty, Lit for Night Skiing. Originally approved as part of the 1996 Master Plan but never developed.	Previously Approved
N15	Nordic	Potential Picnic Site	Picnic sites will be located throughout the CRA at appropriate sites, with the number of sites driven by demand. The sites would be compacted gravel pads/terraced stones along designated trails or in the base areas (previously disturbed sites). Potential sites previously identified include the top of the Eagle Express, the bend on the Panorama ski trail, First Lake in the Nordic Area, and the top of the existing Midway Chair. Final site selection and design are subject to BC Parks' approval.	Previously Approved
N16	Nordic	Seasonal Children's Playground	Children's Playground - 20x30m, summer only, within base development area on flat terrain using natural materials with final design subject to BC Parks approval.	Previously Approved
N2	Nordic	Nordic Parking and Drop-Off	A drop-off area for cars and buses/shuttles in front of the new Nordic Lodge	Previously Approved
N3	Nordic	Nordic Tube Park Connection	A pedestrian walking path between the new Nordic Lodge and the top of the Tube Park	Previously Approved
N4	Nordic	Nordic Staging Area	A dedicated staging area for Nordic skiers where they can warm up, test their wax, and meet up with friends	Previously Approved
N5	Nordic	Snowplay Area	An area set aside for Park Users to enjoy a mountain atmosphere and 'mountain play'.	Previously Approved
N6	Nordic	Tube Park	Gnarly's Tube Park will be realigned and redeveloped to increase overall capacity, reduce wait times, and maintain a fun and vibrant atmosphere, steps away from the Nordic Lodge.	New
N7	Nordic	First Lake Water Reservoir	The First Lake water reservoir (non-potable) - fire suppression requirements for the redesigned Nordic Base are expected to exceed the current reservoir capacity. A preliminary engineering report submitted with the 1996 Master Plan identifies actions to expand the capacity of First Lake, subject to BC Parks' approvals.	Previously Approved
N8	Nordic	New Nordic Trail Y1	Nordic Trail Y1 - 237 m, Beginner Difficulty. Originally approved as part of the 1996 Master Plan but never developed.	Previously Approved
N9	Nordic	New Nordic Trail A1	Nordic Trail A1 - 529 m, Beginner Difficulty, and Lit for Night Skiing. Originally approved as part of the 1996 Master Plan but never developed.	Previously Approved
M1	Maintenance	Upgraded Maintenance Facility	Additional space for expanded year-round shuttle bus service, road clearing, ski area administration, and operational requirements. Increased repair capacity for shuttle bus operations, upgrades to the fueling station as needed to meet demand, increased sheltered storage for vehicles w/power, and a fleet washing bay for shuttle buses.	Previously Approved



The next chapter in Cypress Mountain Resort's story looks bright – The projects in the 2026 SRDP improve the guest experience on and off the slopes, through all four seasons, in balance with Park values.

4.9 PHASING AND IMPLEMENTATION PLAN

The pace at which the projects presented in the CMR SRDP are implemented will be influenced by trends and opportunities in the resort marketplace, resort utilization, economic conditions, and CMR's priorities. However, as proposed, the evolution of CMR will progress thoughtfully and intentionally, guided by CMR's current priorities. The proposed implementation is illustrated in Figures 4-14a to 4-14d, and is as follows:

PHASE 1:

- Summer Activities
 - o Expanded Hiking Trail Network and Sightseeing Opportunities
 - o Sky Quad Hut and Viewing Platform
 - o Adventure Activities (e.g., Zip lines)
 - o Lift-Accessed Mountain Biking
 - o Relocated Mountain Coaster
 - o Mountain Bike Learning and Family Zone with Events Area
- Upgrade of the Beginner Area
 - o Installation of the New Carpets in the Beginner Area
 - o Relocation of the Easy Rider Quad to the Lower Bowen Quad
 - o Removal of the Midway Chair
 - o Development of the New Snow School Building and New Maintenance Facility
- Upgrade of the Eagle Express Lift (to a Detachable 6-person chairlift)
- Installation of Snowmaking in the Beginner Area Pod and the Lower Fork and Cascade ski trails

PHASE 2:

- Installation of Snowmaking in the Raven Ridge Pod
- Upgrade of the Raven Ridge Lift (to a Detachable Quad 4-person chairlift)

PHASE 3:

- Upgrade of the Lions Express Lift (to a Detachable 8-person chairlift)
- Development of the Lion's Lodge (Top of the Lion's Express)
- Installation of Snowmaking on Rainbow and Lower Bowen ski trails

PHASE 4:

- Revitalization of the Nordic Base Area
 - o New Nordic Lodge
 - o Updated Parking and Access
- Expanded Trail Lighting for Night Skiing

PHASE 5:

- Expansion of the Cypress Creek Lodge
- Replacement and/or Renovation of the Black Mountain Lodge
- Upgrades to Alpine Parking and Access



Cypress Mountain
Master Plan
2026

Legend

- Existing Ski Lifts
- Proposed/Upgraded Ski Lifts
- Existing Building
- Roads and Parking
- Controlled Recreation Area
- Cypress Park
- Metro Vancouver Watershed

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Mountain Master Planning by:



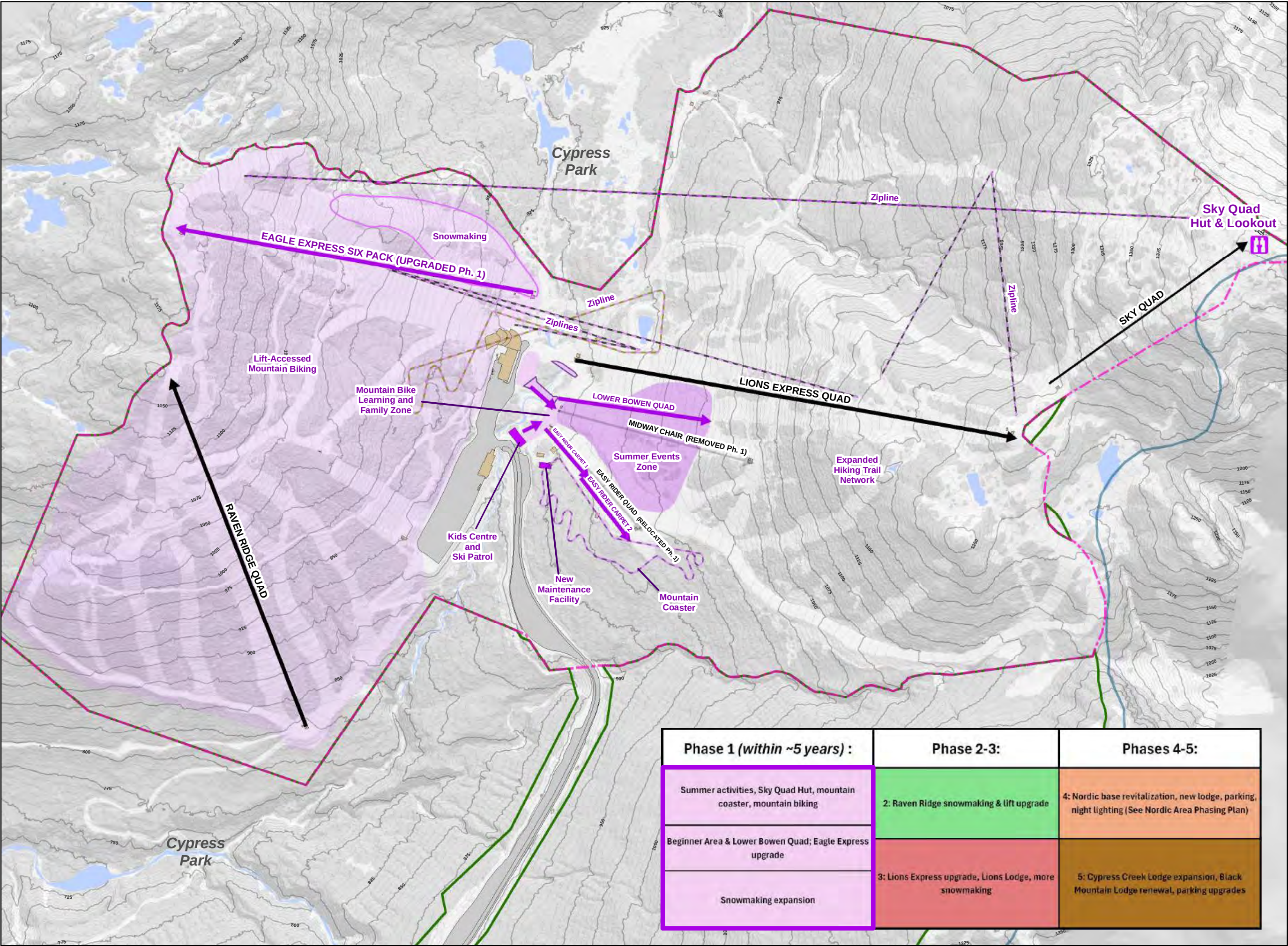
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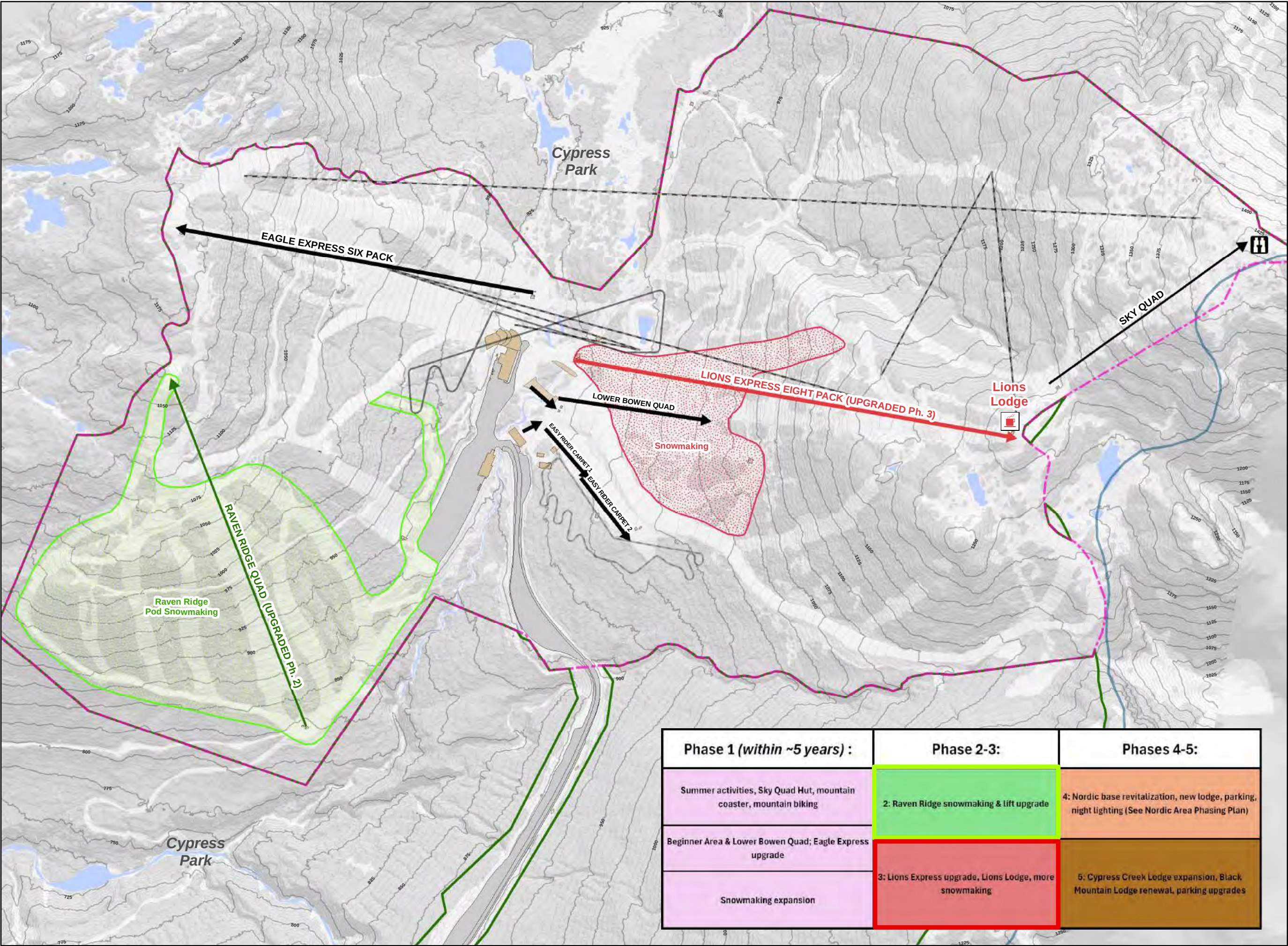
Alpine Area
Phasing Plan
Phase 1

Figure 4-14a



Phase 1 (within ~5 years) :	Phase 2-3:	Phases 4-5:
Summer activities, Sky Quad Hut, mountain coaster, mountain biking	2: Raven Ridge snowmaking & lift upgrade	4: Nordic base revitalization, new lodge, parking, night lighting (See Nordic Area Phasing Plan)
Beginner Area & Lower Bowen Quad; Eagle Express upgrade	3: Lions Express upgrade, Lions Lodge, more snowmaking	5: Cypress Creek Lodge expansion, Black Mountain Lodge renewal, parking upgrades
Snowmaking expansion		

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Cypress Mountain
Master Plan
2026

Legend

- Existing Ski Lifts
- Proposed/Upgraded Ski Lifts
- Proposed/Upgraded Ski Lifts
- Existing Building
- Roads and Parking
- Controlled Recreation Area
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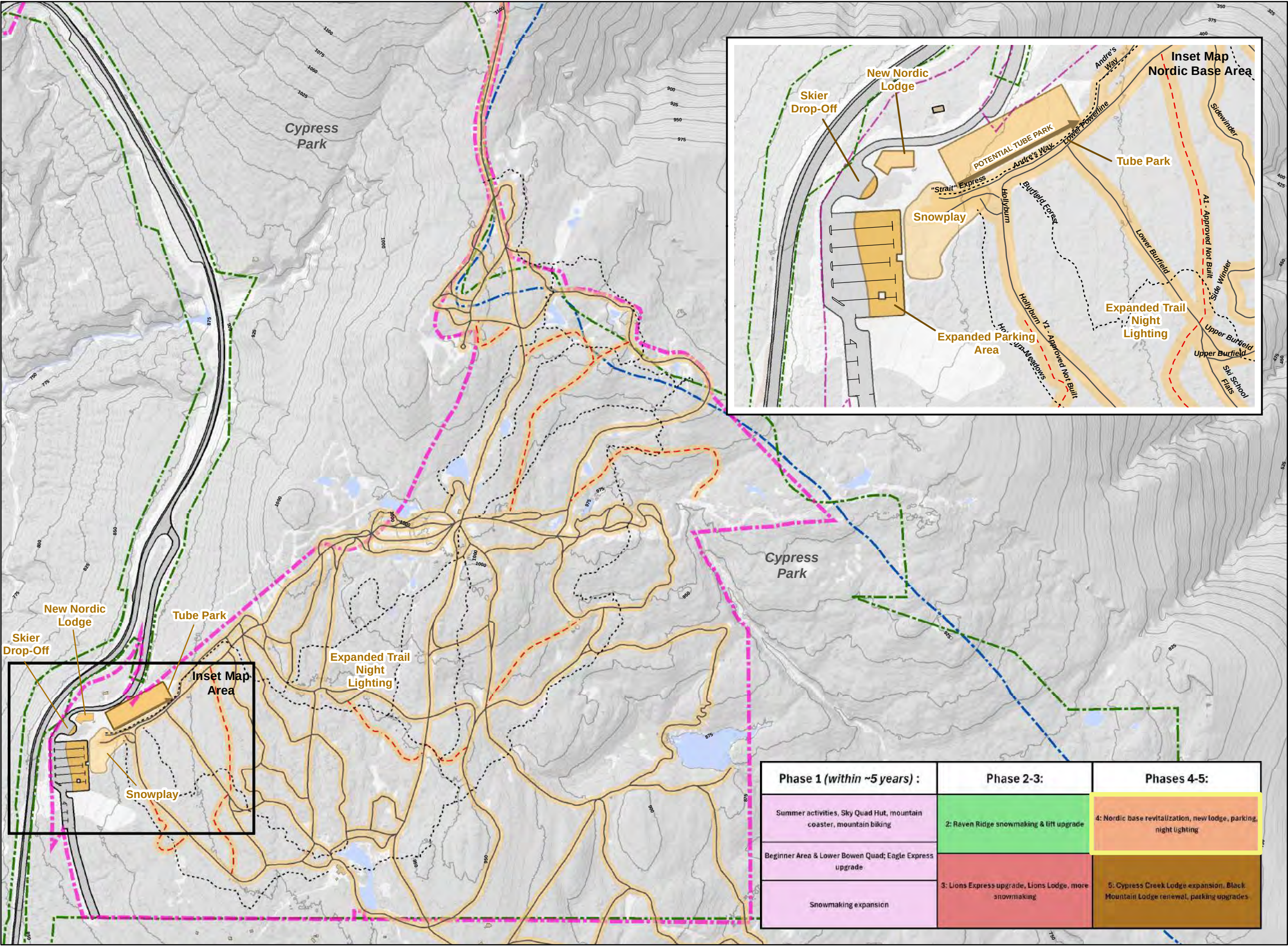
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Alpine Area
Phasing Plan
Phases 2 and 3

Phase 1 (within ~5 years) :	Phase 2-3:	Phases 4-5:
Summer activities, Sky Quad Hut, mountain coaster, mountain biking	2: Raven Ridge snowmaking & lift upgrade	4: Nordic base revitalization, new lodge, parking, night lighting (See Nordic Area Phasing Plan)
Beginner Area & Lower Bowen Quad; Eagle Express upgrade	3: Lions Express upgrade, Lions Lodge, more snowmaking	5: Cypress Creek Lodge expansion, Black Mountain Lodge renewal, parking upgrades
Snowmaking expansion		

Figure 4-14b

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Cypress Mountain
Master Plan
2026

Legend

- Cypress Park
- Controlled Recreation Area
- Metro Vancouver Watershed
- Existing Nordic Trails**
 - Approved Nordic Trails (Not Built)
 - Nordic Ski Trails
 - Snowshoe Trails
- Existing Roads and Parking**
 - Paved Parking
 - Paved Road
 - Paved Shoulder
 - Existing Hydrology

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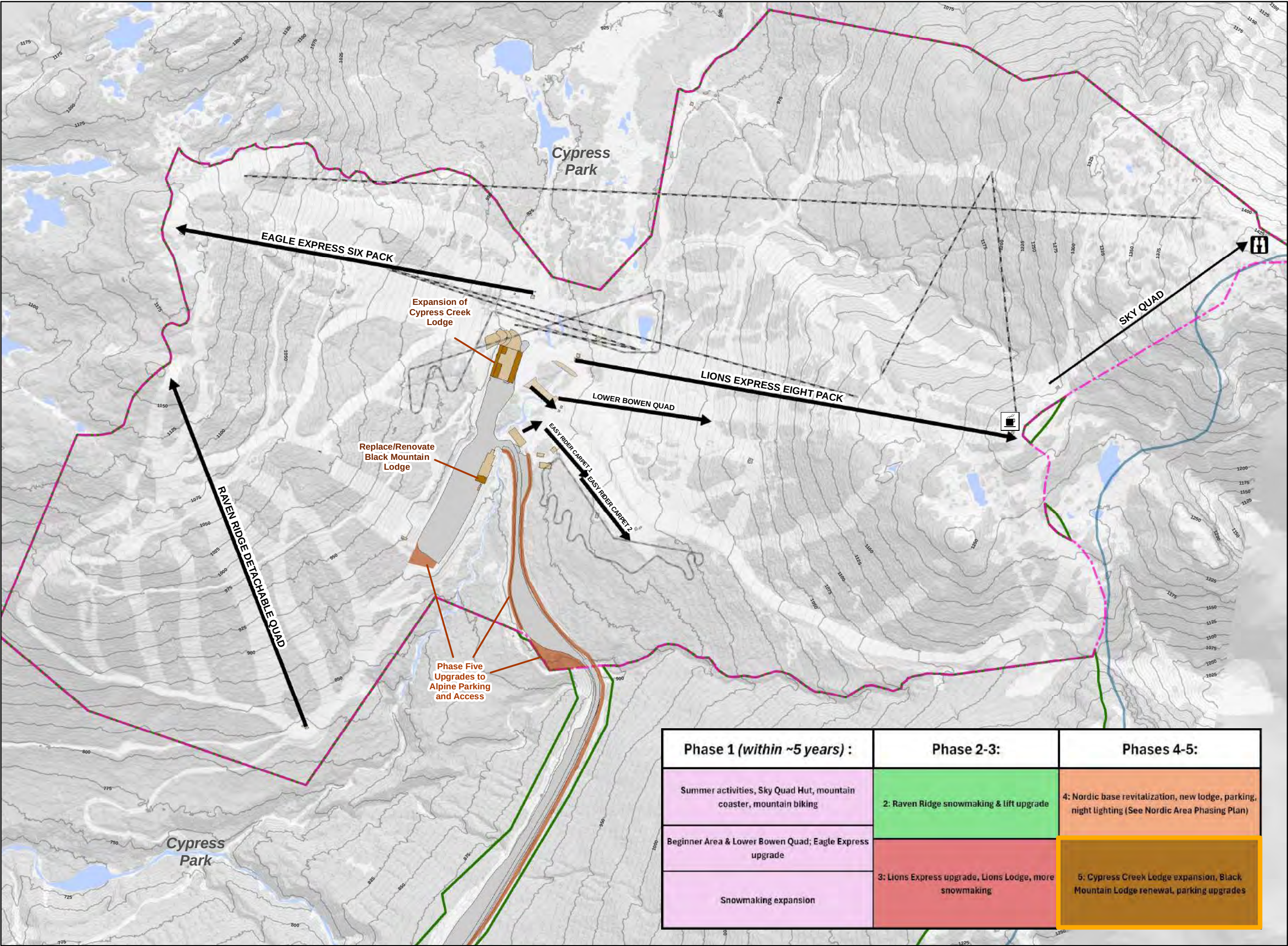


Phase 1 (within ~5 years) :	Phase 2-3:	Phases 4-5:
Summer activities, Sky Quad Hut, mountain coaster, mountain biking	2: Raven Ridge snowmaking & lift upgrade	4: Nordic base revitalization, new lodge, parking, night lighting
Beginner Area & Lower Bowen Quad; Eagle Express upgrade	3: Lions Express upgrade, Lions Lodge, more snowmaking	5: Cypress Creek Lodge expansion, Black Mountain Lodge renewal, parking upgrades
Snowmaking expansion		

Nordic Area
Phasing Plan
Phase 4

Figure 4-14c

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Cypress Mountain
Master Plan
2026

Legend

- Existing Ski Lifts
- Existing Building
- Roads and Parking
- Controlled Recreation Area
- Cypress Park
- Metro Vancouver Watershed

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Alpine Area
Phasing Plan
Phase 5

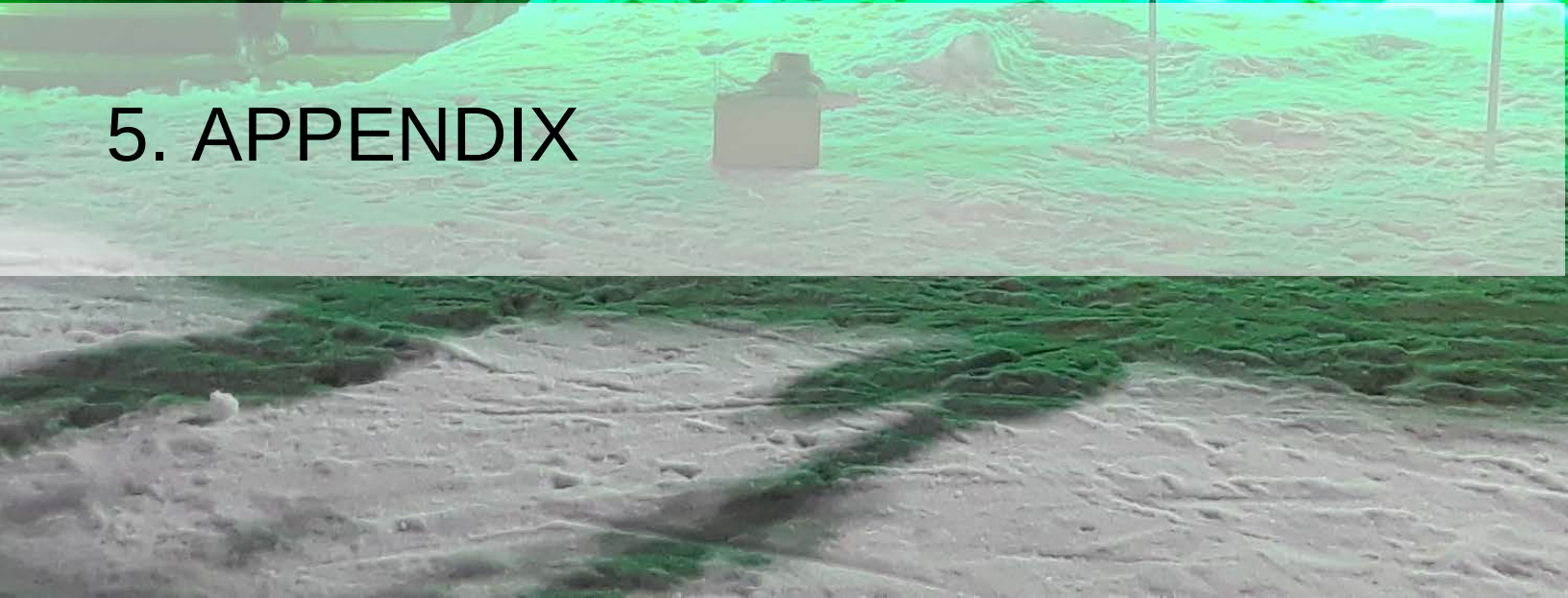
Phase 1 (within ~5 years) :	Phase 2-3:	Phases 4-5:
Summer activities, Sky Quad Hut, mountain coaster, mountain biking	2: Raven Ridge snowmaking & lift upgrade	4: Nordic base revitalization, new lodge, parking, night lighting (See Nordic Area Phasing Plan)
Beginner Area & Lower Bowen Quad; Eagle Express upgrade	3: Lions Express upgrade, Lions Lodge, more snowmaking	5: Cypress Creek Lodge expansion, Black Mountain Lodge renewal, parking upgrades
Snowmaking expansion		

Figure 4-14d

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5. APPENDIX



5.1 PROJECTED CLIMATE CHANGE

Climate change is an increasing concern for resorts and ski areas in British Columbia and around the world. Shifts in temperature and precipitation regimes are changing the timing and volume of snowfall, summer temperatures, and rain events in spring and fall. These changes affect the length of winter and summer seasons and the quality of guest experiences.

At Cypress Mountain Resort (CMR), climate change will bring new challenges to traditional winter activities like alpine skiing and snowplay. At the same time, it may also create new opportunities to expand summer and shoulder-season recreation and experiences. This 2026 Ski Resort Development Plan is guided by a clear understanding of both the risks and opportunities posed by climate change, and it will shape how the resort grows and adapts over time.

To assess future conditions, we used ClimateBC¹³ to generate climate projections for CMR through the year 2100. These projections include estimates for key indicators such as average annual temperature, monthly temperatures, and annual and monthly snowfall.

The projections are based on two global climate scenarios known as Shared Socio-economic Pathways (SSPs). Developed by the Intergovernmental Panel on Climate Change (IPCC) for its Sixth Assessment Report, SSPs describe how society might evolve over time, specifically in terms of energy use and greenhouse gas emissions. Each SSP reflects a different potential future, shaped by economic choices, energy technology, and global cooperation—or lack thereof.

There are five SSPs included in the IPCC AR6. Each one is linked to a different level of future warming, measured in radiative forcing, or how much more heat the Earth is retaining in 2100 compared to the pre-industrial era. It's measured in watts per square metre (W/m²). For example, SSP2-4.5 assumes moderate emissions and results in 4.5 W/m² of additional radiative forcing by 2100.

Recent data show radiative forcing increased from 2.16 W/m² in 1990 to 3.03 W/m² in 2016¹⁴, making low-emissions scenarios like SSP1-2.6 increasingly unlikely. Further, in May 2026, the committee that prepares these models for the IPCC (Coupled Model Intercomparison Project (CMIP)) announced that it would be retiring SSP5-8.5, as high emission levels have become implausible based on the falling costs of renewables, the emergence of climate policy, and recent emission trends¹⁵.

As such, for the CMR analysis, we use SSP2-4.5, as it represents the status quo. The climate projections are based on the average of thirteen climate models included in the

¹³ ClimateBC (2023). Available at http://www.climatewna.com/ClimateBC_Map.aspx

¹⁴ Butler, J. H. & Montzka, S. A. (2017). The NOAA Annual Greenhouse Gas Index (AGGI). Retrieved from: <https://www.esrl.noaa.gov/gmd/aggi/aggi.html>

¹⁵ Coupled Model Intercomparison Project (2026). Explainer: Scenarios for CMIP7. Retrieved from <https://wcrp-cmip.org/explainer-scenarios-for-cmip7/>

IPCC AR6 report. Using an average of multiple models helps reduce uncertainty and gives a more reliable picture of future conditions.

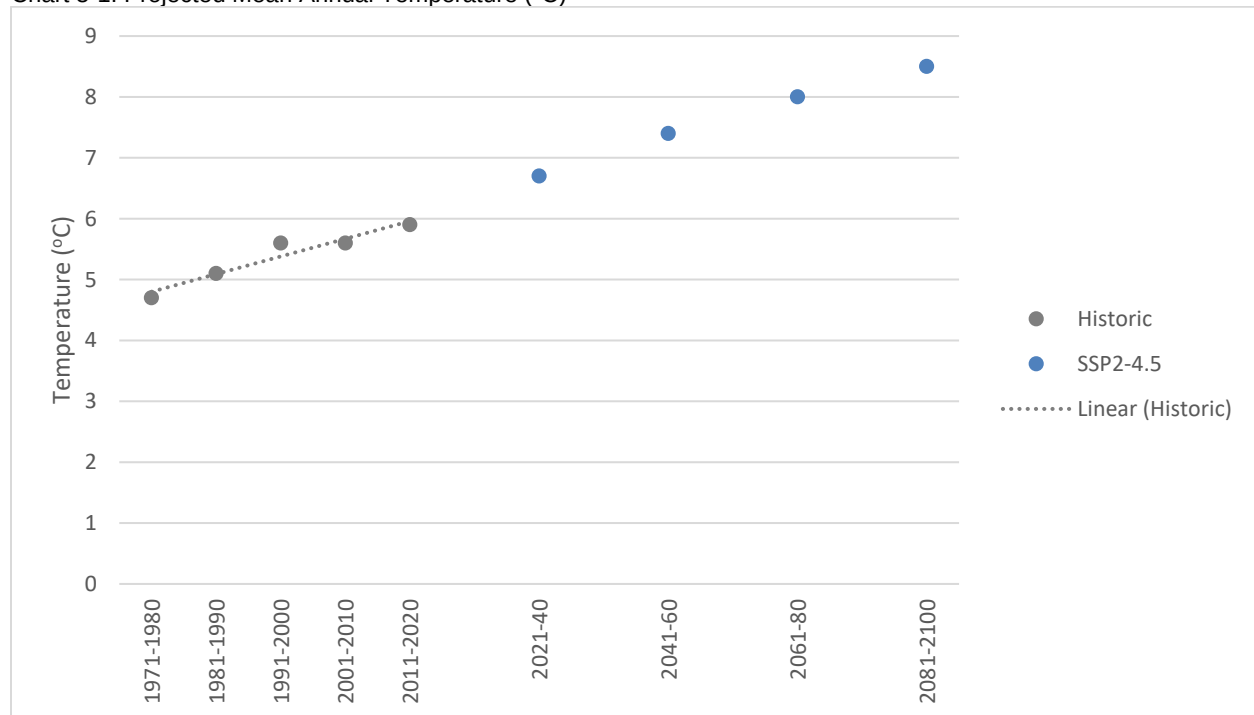
Historical climate data from 1970 to 2020 were also gathered using ClimateBC, focusing on a single representative location at CMR (latitude 49.399, longitude -123.198, elevation 1,047 metres). For consistency, this same location was used for the historic climate and weather assessments (Sec. 2.4.4).

The climate projections are presented as 20-year averages up to the year 2100. However, decisions about resort development and operations must be made on much shorter timelines. The ski industry is constantly evolving, and guest expectations are changing quickly. That means future planning at CMR must be flexible, grounded in today's climate realities, and ready to adapt to the trends that will unfold in the coming decades.

Temperature

The mean annual temperature at CMR is projected to increase by 2.5 °C by the end of the century (Chart 5-1).

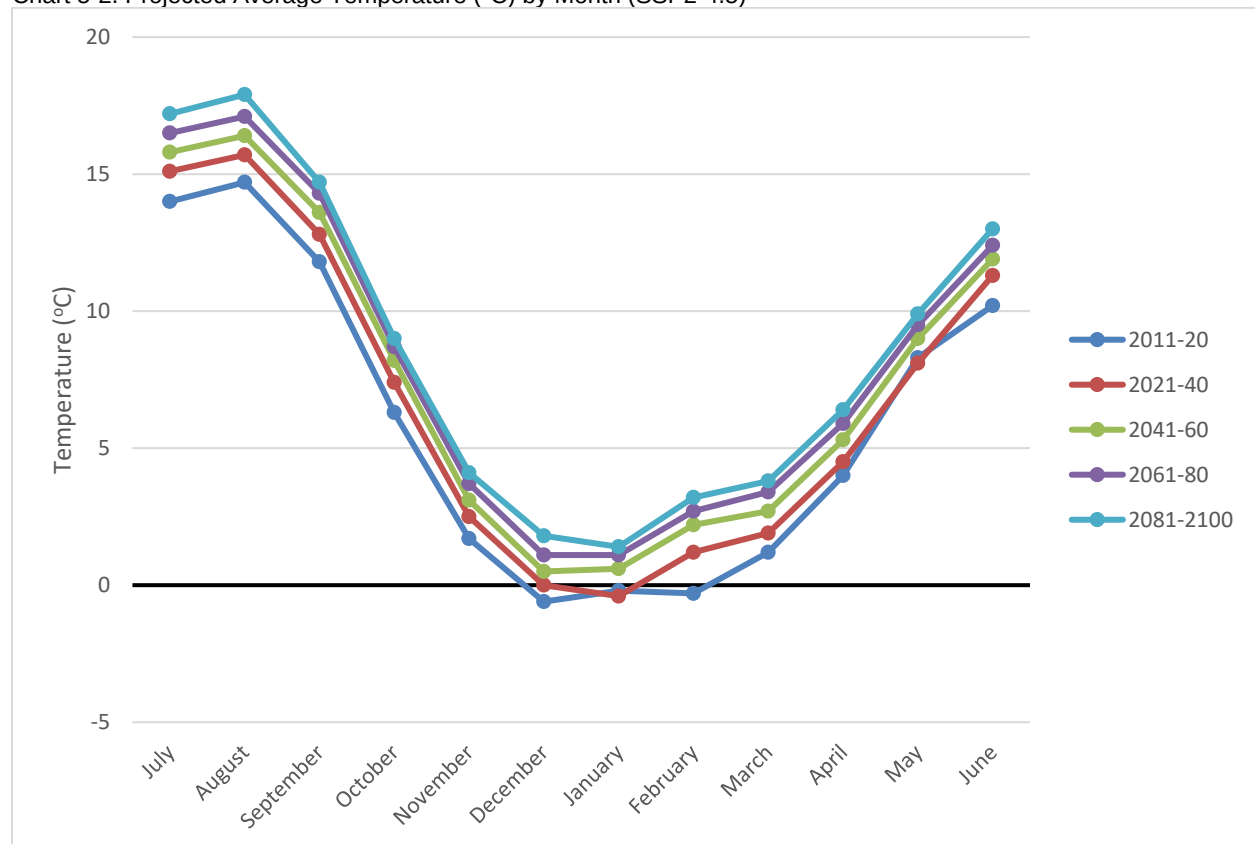
Chart 5-1. Projected Mean Annual Temperature (°C)



The projected temperature changes are not uniform throughout the year. As illustrated in Chart 5-2, temperature increases are more significant in late winter and summer, while average temperatures in early winter, fall and spring are less affected. Of the months anticipated to see the most significant change, the projected 3.6 °C increase in February presents the greatest threat to alpine skiing and snowboarding (see *Natural Snowfall* below).

Under the SSP2-4.5 scenario, temperatures in the summer months are projected to respond to climate change sooner than those in the winter months. For example, August is expected to increase by approximately 1 °C by 2040 and a further 2.2 °C by 2100 (3.2 °C from 2020). Temperatures in the winter months are projected to increase, but at a relatively slower rate. For example, December is expected to increase by 1.1 °C by 2060 and a further 1.3 °C by 2100 (2.4 °C from 2020).

Chart 5-2. Projected Average Temperature (°C) by Month (SSP2-4.5)



Natural Snowfall

Natural snowfall at CMR is projected to decrease in the SSP2-4.5 scenario (Chart 5-3). To the 20-year period ending in 2060, the scenario projects a decline to 390 cm in annual natural snowfall from the estimated average for the 2011-2020 period. After this date, the snowfall levels are projected to experience a more modest decline. By the end of the century, annual natural snowfall is projected to be approximately 271 cm.

Chart 5-3. Projected Mean Annual Snowfall (cm)

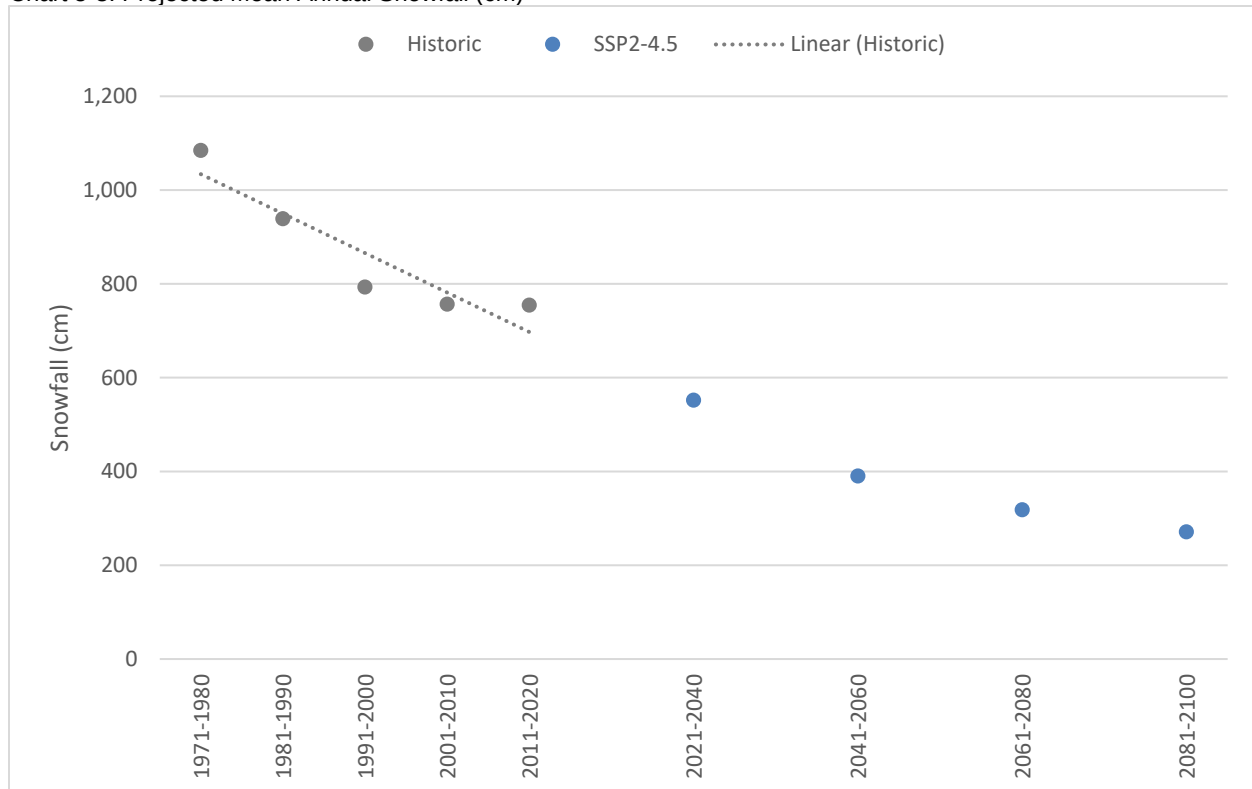
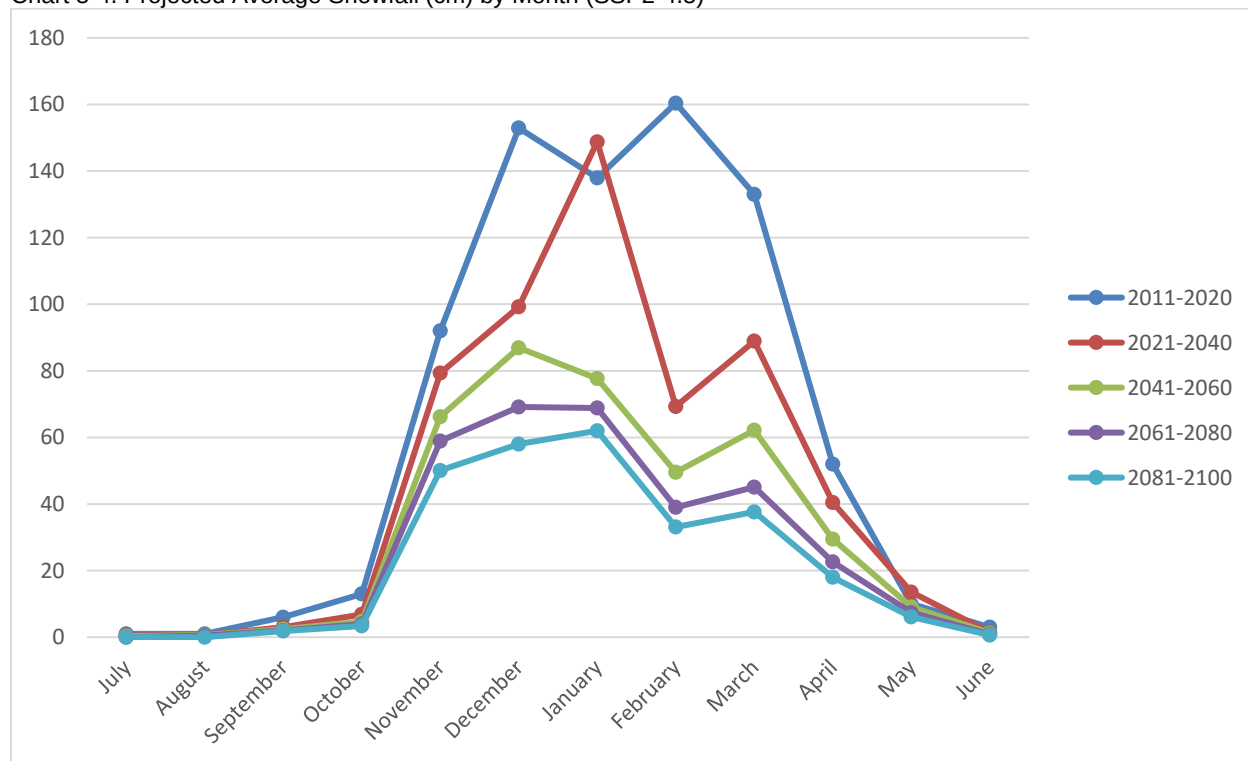


Chart 5-4. Projected Average Snowfall (cm) by Month (SSP2-4.5)



To the end of the 20-year period ending in 2040, the SSP2-4.5 scenario projects a relatively slow change in Projected Snowfall (Chart 5-4). However, by the end of the twenty years ending in 2060, the seasonal trend is towards a significant decline in snowfall in all months. Notably, February, historically the month with substantial snowfall, will see considerable declines, affecting late-season snowpack and overall season length.

Conclusion

While long-term climate projections indicate a range of potential shifts in temperature and snowfall patterns at CMR, the resort is well-positioned to respond with a balanced mix of adaptation strategies over the coming decades. Incremental improvements to snowmaking infrastructure can help support consistent early-season openings and enhance the overall reliability of winter operations. At the same time, there is a growing opportunity to strengthen the resort's appeal across all seasons by investing in experiences that celebrate the Park's environmental values, natural beauty, and recreation year-round.

Expanding summer and shoulder-season offerings will help diversify guest experiences and align with broader trends in growing interest in nature-based recreation and outdoor experiences. Following the direction provided in this SRDP, CMR can continue to thrive as a dynamic, all-season destination while making steady, proactive adjustments to accommodate evolving climate conditions.



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