

Whistler Trail Areas – Suitability Analysis and Recommendations (DRAFT)

DRAFT Core Content for the Whistler Recreation Trails Strategy

INTRODUCTION

This document presents the information outlined in the table below. Section 1 contains the content that is the focus of this phase of community engagement.

To provide feedback and learn more about this phase of the Recreation Trails Strategy project, go to [Engage Whistler / Recreation Trails Strategy](#).

Document Section	What's Included	Guide to the Reader
Section 1: Trail Area Suitability Analysis and Recommendations	<p>For each of Whistler's 11 areas, this section includes an overview of the area and then jumps right to the trail suitability analysis and recommendations.</p> <ol style="list-style-type: none">1. Brandywine2. Callaghan3. Cheakamus4. Cougar Mountain5. Lost Lake Park6. Rainbow/Emerald7. Westside – Rainbow8. Westside – Sproatt9. Whistler North10. Whistler Valley Bottom11. Whistler and Blackcomb CRAs	<p>Read this section first. This content is the focus of this phase of community engagement. It is also presented on the survey pages of Engage Whistler for easy reference while you are providing feedback.</p>
Section 2: Trail Areas – Detailed Information	<p>Also presented according to Whistler's 11 trail areas, this section provides detailed information about each area, including environmental attributes, existing trails, infrastructure, and staging areas in the area.</p> <p>It includes the suitability analysis and recommendations at the end of each section – the same content that is presented in Section 1.</p>	<p>Use this more detailed content for each trail area to better understand the trail suitability analysis and recommendations.</p>
Section 3: Trail Network Asset Inventory	<p>This section provides an overview of Whistler's entire trail network, including environmental attributes, existing trails, infrastructure, and staging areas.</p>	<p>This section is for reference; it is not the focus of this round of public engagement.</p>
Section 4: Methodology	<p>This section explains how the inventory and analysis was conducted.</p>	<p>This section is for reference; it is not the focus of this round of public engagement.</p>

Note: Throughout this document “detailed background assessments (separate documents)” are referenced. These were the focus of the previous phase of community engagement. These documents can be found online at [Engage Whistler / Recreation Trails Strategy](#).

1 TRAIL AREA SUITABILITY ANALYSIS AND RECOMMENDATIONS

For each of Whistler's 11 areas, this section includes an overview of the area and then jumps right to the trail suitability analysis and recommendations. See Section 2 for more detailed information about each trail area to better understand the trail suitability analysis and recommendations.

- | | |
|--------------------|---------------------------------|
| 1. Brandywine | 6. Rainbow/Emerald |
| 2. Callaghan | 7. Westside – Rainbow |
| 3. Cheakamus | 8. Westside – Sproatt |
| 4. Cougar Mountain | 9. Whistler North |
| 5. Lost Lake Park | 10. Whistler Valley Bottom |
| | 11. Whistler and Blackcomb CRAs |

1.1 Brandywine

Overview

The Brandywine network area (Brandywine) is located on the southeast side of Brandywine Mountain and includes the peak of Metal Dome Mountain. Its southeast border follows the Cheakamus River, and its eastern border follows Callaghan Creek north, while its southwest border follows Brandywine Creek to the alpine in Brandywine Meadows (Map 2).

This area includes the popular Brandywine Falls Provincial Park (BPP), Sea to Sky Trail (S2ST), and the Brandywine Meadows hiking trail. Access to the Brew Lake trail is also located just to the southwest of this area, above Whistler RV Park. While there are relatively few recreational trails in this area, they are all well used and important parts of the network.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional staging areas

This area is MORE suitable for:

- Trails that provide connectivity between adjacent network areas, Cheakamus and Callaghan, and to connect to adjacent area trails like Mount Brew.
- Additional Green or Blue trails to provide connectivity between S2ST and other trails and recreation destinations.

Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

- Explore potential shuttle opportunities to BPP or Brandywine Meadows
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

[Click here](#) to link to the detailed section for this trail network area.

1.2 Callaghan

Overview

The Callaghan area (Callaghan) is located on the eastern side of the Callaghan Valley, extending from Highway 99 to as far north as Madeley Lake and the Whistler Olympic Park. Its eastern border runs along the west side of Mount Sproatt and its western border follows Callaghan Creek (Map 3).

While there are relatively few trails in this area it provides important access to the Callaghan Conservancy, Callaghan Lake Provincial Park, and to the Sproatt alpine trail network.

Whistler Olympic Park (WOP), Callaghan Country and Canadian Wilderness Adventures (CWA) all provide commercial recreation opportunities in the Callaghan. CWA's operations extend to the alpine/sub-alpine and include both motorized and non-motorized recreation. WOP provides camping opportunities, and its tenure area includes Madeley Lake's hike or ride in camp sites from the gate at the Madeley Lake Trail trailhead. Callaghan Lake Provincial Park is not included within the study area, but it also sees significant use on the north side of the area.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Single use trails

This area is MORE suitable for:

- Trail connectivity between access points, destinations, and the existing network, including:
- Lower gradient Green and Blue trails
- Mixed trail rating development such as intermediate trails with advanced options

Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

- Complete the Hanging Lake connector trail to provide loop and connectivity opportunities from established commercial operations.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process

[Click here](#) to link to the detailed section for this trail network area.

1.3 Cheakamus

Overview

The Cheakamus area (Cheakamus) is located to the south of Highway 99 and borders the southern and eastern limits of the Whistler Interpretive Forest up to the boundary of Garibaldi Park. The western portion of the area contains the Jane Lakes area and includes the Cal-Cheak Recreation Site while the eastern border of Cheakamus abuts the western boundary of Whistler Mountain's Controlled Recreation Area (Map 4).

The more moderate and rolling terrain in Cheakamus has contributed to the expansion of intermediate level trails in this area, with flatter terrain adjacent to the Cheakamus River rising gently away from the riverbanks as it then rises sharper towards Whistler Mountain, or the Logger's and Jane Lakes areas. The trails are diverse and provide a range of options for hikers, trail runners, sight seers and mountain bikers. The trails include technical expert level singletrack, fun hand-built flow trails, machine groomed trails and everything in between. There are also hiking only trails, access for kayakers, and tourist destinations like the Train Wreck site.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional mountain bike primary trails on the east side of the Cheakamus River
- Additional trails in the S2ST, Train Wreck, Trash zone
- Additional staging areas

This area is MORE suitable for:

- Mountain bike climbing trail connectivity to improve useability.
- Additional connectivity between existing trails within Cheakamus
- Mixed trail rating development such as intermediate trails with advanced options
- Advanced trails in areas removed from the core network.
- Low density backcountry style trails to provide loop opportunities.

Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for Cheakamus are:

- Additional trail development on the east side of the Cheakamus River should be carefully considered and focus on improving connectivity via short segments or mountain bike climbing trails over adding additional mountain bike primary trails.
- Explore potential shuttle opportunities along Cheakamus Lake FSR to access destinations and trail access points.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process. *Community input to date has suggested these specific connections:*
 - Improved S2ST connectivity between Cal-Cheak and Brandywine Fall Provincial Park.
 - Extend LSD to the Black Tusk FSR gate.
 - Explore connectivity between Black Tusk gate and S2ST to the Jane Lakes network.

- *Create additional loops in the Jane Lakes area and connectivity to BPP, while maintaining the wilderness character of the area.*

[Click here](#) to link to the detailed section for this trail network area.

1.4 Cougar Mountain

Overview

The Cougar Mountain network area (Cougar) is the most northerly trail network in Whistler and is located on the northwest side of Highway 99 and east of Sixteen Mile Creek on the south side of the Soo Valley. It contains Cougar Mountain and the Showh Lakes - Ancient Cedars Trail Recreation Area (Map 5).

This area is known for the beautiful old growth hike through Ancient Cedars on one hand, the technical cross-country singletrack of Kill Me Thrill me, and the particularly steep, loose, and rocky nature of its motorized trials network on the other. While this area has relatively few official trails, what it does have are important pieces of the network, and in the case of the motorized trials trails, likely critical.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Green trails

This area is MORE suitable for:

- Technical and challenging trails suitable for all user groups
- Hiking Only Trails
- Two-way trail connectivity to create larger loops and improve useability.
- Key connections to provide cross-area connectivity (e.g. Showh to North Flank)

Recommendations

Based on the area information and detailed background assessments (separate documents), the directions and recommendations for Cougar are:

- Manage as an area suitable for both non-motorized and trials moto use on appropriate trails.
- Discuss with 99 Trials the feasibility and willingness in authorizing trials network.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

[Click here](#) to link to the detailed section for this trail network area.

1.5 Lost Lake Park

Overview

The Lost Lake network area (Lost Lake) is located in between Whistler and Blackcomb, at the base of Blackcomb Mountain, and it covers Lost Lake Park. To the west are the White Gold and Spruce Grove neighborhoods and to the south and east is the Fairmont Golf Course (Map 6). With its close proximity to Whistler Village, it is the busiest trail network in the study area.

Lost Lake features rolling terrain and predominately beginner and intermediate trails that are suitable for a range of ages groups and users including crushed gravel and narrower more technical singletrack. There are also sections of hiking only trail on the nature loop. Given the parks popularity with tourists, especially in the summer for lake access, it can be extremely busy with many different types of users.

Given the nature of the trails, it's also popular for mountain bike instruction courses, trail running and mountain bike events, and family use.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trail development

This area is MORE suitable for:

- Pedestrian only trails
- Active transportation connections and amenities
- Refinements and adjustments to existing trails

Recommendations

Based on the area information and detailed background assessments (separate documents), the directions and recommendations for this area are:

- Maintain focus on Green, Blue and Pedestrian only trails.
- Promote and enhance active transportation use and opportunities.
- Given the high density of trails, consider refining or rerouting existing trails before building new ones.
- Increase trail maintenance and repairs to maintain experiences over time.

[Click here](#) to link to the detailed section for this trail network area.

1.6 Rainbow & Emerald

Overview

The Rainbow & Emerald Neighbourhoods network area (REN) (Map 7) is located to the north of Green Lake and covers the Emerald Estates and Rainbow Neighborhoods. The network area is a mixture of private, municipal and Crown Land.

This area was affectionately dubbed the 'no-flow zone' decades ago, and its reputation of chunky, sharp rocks and roots with awkward spacing and technical singletrack has persisted through the years. It can be physically and mentally challenging for the most experienced users, and intermediate users can find it very hard and intimidating.

Emerald is generally a local's area and isn't overly popular with most tourists.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Green Circle (Easy) trails

This area is MORE suitable for:

- Potential connections to improve usability and provide loop options.
- Valley Trail connectivity for active transportation

Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

- Maintain character and nature of this area as focused on neighbourhood and community use.
- Carefully consider more Blue level connectivity without removing technical nature of the area
- Preserve overall low to moderate density.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

[Click here](#) to link to the detailed section for this trail network area.

1.7 Westside - Rainbow

Overview

The Westside-Rainbow Mountain network area (Rainbow) encapsulates the southeast side of Rainbow Mountain, including its peak. Alta Lake Road passes through the southern part of the network area, which extends to the Alpine Meadows neighborhood and ends at Highway 99. The northeastern part of the area connects to the Showh Lakes and Ancient Cedars area of Cougar Mountain (Map 8).

This area's diverse trails include the ACC-Whistler (ACC-W) constructed and maintained Skywalk hiking trail network, and a range of steeper and more technical mountain bike primary descents leading to the valley where more Blue level trails are located. Rainbow is a well-connected network both internally and to adjacent areas.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional mountain bike descent trails in the area adjacent to Alpine Meadows
- Green trails

This area is MORE suitable for:

- Designated Staging Area
- Mixed trail rating development such as intermediate trails with advanced options
- Mountain bike climbing trail connectivity to improve useability.
- Key connections to provide cross area connectivity.

Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

- Continue to monitor grizzly bear recovery and use in the alpine area.
- Establish an appropriate staging area to support Rainbow and Skywalk network use.
- Explore shuttle to Skywalk trailhead.
- Explore potential trail connectivity to the Valley Trail and adjacent Network Areas where appropriate.

[Click here](#) to link to the detailed section for this trail network area.

1.8 Westside - Sproatt

Overview

The Westside–Sproatt area (Sproatt) is contained by Alta Lake Road and Highway 99 on the south, Callaghan Valley in the West, Beverley Lake and 21 Mile Creek along the northeastern boundary and is accessed by multiple locations along municipal and forest service roads (Map 9).

Sproatt features many of Whistler's well known historic and most popular technical mountain biking and hiking trails and provides backcountry access to popular alpine destinations and trails which embody much of the Whistler trail experience.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional mountain bike descent trails in the core Lower Sproatt area below the Flank Trail between Industrial Disease and Rainbow Lake Trail.
- Green trails

This area is MORE suitable for:

- Staging Area for core Sproatt access.
- Mountain bike climbing trail connectivity to improve experience, useability and connectivity.
- Mixed trail rating development such as Blue trails with Black options.
- Additional trails building off existing infrastructure (climbs or access) in appropriate locations.
- Key connections to provide cross area connectivity.
- Enhanced Valley Trail connectivity for active transportation

Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

- Continue ongoing monitoring of wildlife and habitat values in the Sproatt alpine and continue to enforce the source water and grizzly bear management strategies and recommendations, including amending and refining them as necessary.
- Avoid trail development in identified grizzly bear habitat around and above the historic Flank Trail area on the southwest flank of Sproatt and in the Gin and Tonic lakes basin.
- Hold deferred alpine network trails in reserve subject to ongoing and future determinations regarding suitability related to wildlife or source water considerations.
- Consider and plan for new trails in this area carefully given environmental sensitivities, existing trail density, intensity of use, current lack of designated staging area, and other constraints.
- As important components of a well-planned and connected network, advance support of these trail additions which will provide enhanced user experiences and useability of the network by completing key trails to improve user safety, enhance connectivity, and provide additional trail opportunities in well considered locations:
 - Mystic - Function (WORCA, existing Section 57 application, Descent Primary, Blue with Black options), a descent primary trail currently under final processing by the Province.

- Beaver Pond reconfiguration (existing Section 57 application, Two-way, Blue) to connect Scotia Nova to the Beaver Pond trail via a new trail running adjacent to Scotia Creek and connecting to the existing trail on the west side of Stonebridge Drive. The existing Beaver Pond trail exit onto Stonebridge Drive will be decommissioned.
- 'Leftovers' climb trail (RMOW, planned, Uphill Primary, Blue) to complete climbing trail connection between Lower Sproatt and ITM.
- Establish some form of staging area in the Lower Sproatt / Nita Lake Estates / Stonebridge area to support managed access to the core Sproatt area and to mitigate neighbourhood and roadside impacts and conflict.
- Monitor effectiveness of seasonal Sproatt alpine trail opening and closing communications strategy and adjust as required to maintain desired outcomes.
- Maintain trails moto access on historically used trails in the area, although new authorized trail development should focus on non-motorized uses.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

[Click here](#) to link to the detailed section for this trail network area.

1.9 Whistler North

Overview

The Whistler North network area (Map 10) is to the southeast of Green Lake and Green River at the base of Blackcomb and Wedge Mountains. It borders Lost Lake Park to the south and contains recently acquired municipal park lands (aka Parkhurst Park) and the Wedge Woods neighborhood (located outside of the RMOW boundaries). Access is either via Lost Lake Park, or via Wedge Creek FSR. The network area is mostly Crown Land, with parcels of private land being located in the Wedge Woods neighborhood, and municipal land adjacent to Highway 99.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional trails in the Parkhurst area

This area is MORE suitable for:

- Staging Area amenity improvements
- Mixed trail rating development such as Blue trails with Black options.
- Key connections to provide cross area connectivity.

Recommendations

Based on the area information and detailed background assessments (separate documents), the specific recommendations for this area are:

- Explore opportunities to formalize existing trails including Playground trails network.
- Develop a park master plan for the municipally owned Parkhurst lands that considers trail requirements in terms of access, connectivity and user dispersion along with other municipal park needs

[Click here](#) to link to the detailed section for this trail network area.

1.10 Whistler Valley Bottom

Overview

The Whistler Valley Bottom network area (Valley) Map 11 contains the developed neighbourhoods and areas of the Whistler Valley. It extends from Function Junction in the south to Green Lake in the north and contains multiple access points via the active transportation network and municipal roads, as well as providing routes for access to other network areas across the valley. Most of the land in the network area is either private or municipal, with some small parcels of Crown Land interspersed.

Primary trails in this area are in the Whistler Cay and Nester's area adjacent to Myrtle Phillip Community School in the Cut Yer Bars zone. Blueberry Hill and Big Timber are the other primary trails in the Valley area.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Blue and Black trail development
- Additional trails in key habitat areas

This area is MORE suitable for:

- Mixed trail rating development such as Blue trails with Black options.
- Key connections to provide cross area connectivity.
- Valley Trail connectivity for active transportation.

Recommendations

Based on the area information and detailed background assessments (separate documents), the recommendations for this area are:

- Consider upgrades to Blueberry Hill trails for useability and sustainability.
- Explore staging opportunities for park and trail use.

[Click here](#) to link to the detailed section for this trail network area.

1.11 Whistler and Blackcomb CRAs

Overview

The Blackcomb (Map 12) and Whistler (Map 13) Controlled Recreation Areas (CRA) cover most of the eastern portion of the Whistler Valley abutting private and municipal parcels north from the Chateau Whistler Golf course and south to above the Cheakamus River. The CRA is the legal boundary of Whistler Blackcomb's Crown land tenure areas and contains commercial (lift access) hiking and biking trails, including the Whistler Bike Park (WBP), alpine hiking trail network, and the Singing Pass/Musical Bumps hiking only trails leading to Garibaldi Park via Whistler Mountain.

Additionally, this area contains many historic unauthorized public recreation trails that enter and exit into adjacent valley neighborhoods including trails that have been authorized through their updated Master Development Agreement, and other widespread unauthorized trail development.

The Blackcomb CRA on Blackcomb Mountain is bordered by Fitzsimmons creek to the south and Wedge Creek to the northeast. It is limited to the extent of the WB CRA boundary. On the west it borders the Blackcomb Benchlands neighborhood and includes the Base 2 area and the Whistler Sliding Center. Public trails are located on the northwest side of the tenure adjacent to the Benchlands neighbourhood above Lost Lake Park and the Fairmont Chateau Whistler Golf Course. This area contains a number of mountain bike primary trails that are extremely popular with mountain bikers, including Hey Bud, Micro Climate and Dark Crystal, in addition to trails in the Base 2 area that are also used for provincial and national level cross country races. The area also contains mixed-use trails (service roads) used for commercial ATV tours. The existing public use trails in this area have been authorized through Whistler Blackcomb's updated Master Development Agreement. There are 26 trails non-commercial trails totaling 28km in length and accounting for 7% of the total. The primary Blackcomb CRA public trails are all managed and maintained under the direction of WB by their private contractors. Unauthorized building appears to have been generally curtailed in this area.

The Whistler CRA on Whistler is located south of Fitzsimmons Creek and east of the valley neighbourhoods from Whistler Village south to Spring Creek to the ridge above the Cheakamus River. Public trails on the CRA and adjacent to residential neighbourhoods provide 58 km on 40 public (non-commercial) trails and represent 7% of the total Whistler network. A number of historic, though unauthorized, trails were built in the Whistler CRA over the previous decades, many prior to the construction and expansion of the WBP which has begun to encapsulate some of them and incorporate into their operations as they were brought under the purview of the approved MDA. There has been significant ongoing unauthorized building leading out of the WBP trails into nearby residential areas, particularly in the Brio and Nordic areas, and also Bayshores and Spring Creek. WB and WORCA have also worked collaboratively on authorized projects (Hind Sight, Single Track Mind, etc.) in the Bayshores and Spring Creek area to provide important two-way connectivity to the Cheakamus area.

While both CRA's are ultimately managed by Whistler Blackcomb as the Crown land tenure holder, the RTS does not include or have authority over CRA trails. Regardless of the CRA's management by WB, the local community has expressed significant interest and attachment to many of these trails, and there is a long history of ongoing public use on many trails in both CRA's. A significant number of these trails have become extremely important parts of the community's overall network in addition to becoming very popular with visitors. The information provided within this section and document should help inform WB on the value and importance of maintaining those trails in these CRA's as critical pieces of Whistler's public recreation trail network that provide important neighbourhood use areas in addition to connectivity to other network areas.

Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable

for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Green trails

This area is MORE suitable for:

- Mixed trail rating development, such as Blue trails with Black options
- Mountain bike climbing trail connectivity to improve useability.
- Key connections to provide cross area connectivity.

Recommendations

As noted, while the RTS does not necessarily apply to the CRA's as they are not subject to direct RMOW oversight, the community has continued to express the importance of many of these trails to the network and the experience they provide that isn't necessarily available elsewhere on the public network. As such, it's important for WB to consider the information provided within this section and document when managing, maintaining, and planning for public use of these trails.

Based on the above information and detailed background assessments (separate documents), specific recommendations for this area are:

Blackcomb CRA

- Maintain style and character of area as focused on Blue and Black downhill oriented trails on the upper parts, and Blue opportunities in the area around Base 2.
- Manage public (non-commercial) trails as important component of the overall trail network that provides well maintained and challenging trails.
- Continue to support use of the area as suitable for races and events (XCO, Enduro, WORCA, trail running).

Whistler CRA

- Continue to work with WORCA to support and manage public trails and network connectivity between Bayshores and Cheakamus via Tunnel Vision and Single Track Mind.
- Maintain Whistler's west ridge as an important historic valley to peak trail .
- Minimize impacts from WBP trail development on the historic and existing public network between Cheakamus and Creekside.

[Click here](#) to link to the detailed section for this trail network area.

2 TRAIL AREAS - DETAILED INFORMATION

Also presented according to Whistler's 11 trail areas, this section provides detailed information about each area, including environmental attributes, existing trails, infrastructure, and staging areas in the area. It includes the suitability analysis and recommendations at the end of each section – the same content that is presented in Section 1.

2.1 Brandywine (#1)

2.1.1 Overview

The Brandywine network area (Brandywine) is located on the southeast side of Brandywine Mountain and includes the peak of Metal Dome Mountain. Its southeast border follows the Cheakamus River, and its eastern border follows Callaghan Creek north, while its southwest border follows Brandywine Creek to the alpine in Brandywine Meadows (Map 2).

This area includes the popular Brandywine Falls Provincial Park (BPP), Sea to Sky Trail (S2ST), and the Brandywine Meadows hiking trail. Access to the Brew Lake trail is also located just to the southwest of this area, above Whistler RV Park. While there are relatively few recreational trails in this area, they are all well used and important parts of the network.

Land Use

Brandywine is primarily Crown Land, including park and conservancy lands, within the Squamish-Lillooet Regional District and RMOW. The area also sees tenured commercial tourism use, private property, and the RMOW's waste transfer station.

- BC Parks operates BPP and manages the Callaghan Conservancy
- BPP receives the bulk of use in this area, including the Sea to Sky Trail which crosses the southern part of the park and this area.
- Brandywine Meadows hiking trail and scrambling to Brandywine Mountain is popular.
- Cheakamus Community Forest operates within this area and has long-term harvesting planned.
- Commercial Crown land tenure holders include,

*Blackcomb Snowmobile/Whistler ATV motorized use out of base area at bottom of Brandywine FSR.
Whistler RV Park and Campground (41) north of BPP
Whistler Bungee located on the southeast edge of the area over the Cheakamus River*

- Whistler Waste Transfer Station located in eastern portion of area near Callaghan Valley Road.

Map 1: Brandywine Trail Network Area

(See next page)

2.1.2 Environmental Attributes

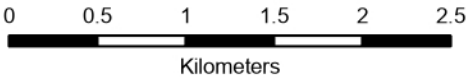
Biogeoclimatic Zones:

- **CMAunp** - Coastal Mountain-heather Alpine (Undifferentiated and Parkland)
Alpine Tundra and Subalpine Parkland ecosystems
- **CWHds1** - Coastal Western Hemlock (Dry Submaritime)
Ecosystems with infrequent stand-initiating events
- **CWHms1** - Coastal Western Hemlock (Moist Submaritime)



- | | | | | | |
|-------------------------|-----------------------------|-----------------------|---------------------------|-------------------------------|-------------------------|
| Network Area | Wetland | Provincial Park | Trails | Hiking Only | Contour Interval |
| Designated Staging Area | Provincial Conservancy Area | Highway | Access | Asset Inventory Points | 100m |
| Informal Staging Area | Provincial Recreation Site | Local Road | Easy - Green Circle | Campsite | 20m |
| Watercourse | Municipal Boundary | Resource/Service Road | Moderate - Blue Square | Destination | |
| | | | Difficult - Black Diamond | Viewpoint | |

GIS Cartographer: Oliver Chew
Date: 2023-10-05
CERG File #: 013-44-04
Projection: NAD 1983 UTM Zone 10N



Map 2: Brandywine

Asset Inventory
Recreational Trails Strategy
Whistler
British Columbia

Ecosystems with infrequent stand-initiating events

- **MHmm2** - Mountain Hemlock (Moist Maritime)
Ecosystems with rare stand-initiating events

Environmental Features:

- Alpine, Subalpine, Montane, Old, Mature, and Young Forest ecosystems
Historical extensive forestry activity below 1200 m, younger and denser second growth forested ecosystems prevalent.
Mature and old growth stands above ~1200 m to the sub-alpine.
Lowland area vegetation was previously disturbed by bark beetle and mite damage.
- Flanked by Brandywine Creek and Callaghan Creek, which flows into the Cheakamus River, at the southeast extent of the area. The lowland section of the network area on the east of Highway 99 in BPP contains many small lakes and wetlands.
- Grizzly bear are known to use the Brandywine Meadows area.

Environmental Management

- Callaghan Conservancy – BC Parks, no established management plan
- Brandywine Provincial Park – BC Parks, no established management plan

2.1.3 Trails and Infrastructure

The Brandywine FSR connects to the Brandywine Meadows trailhead for summer hiking and winter snowmobile and skiing access. The Brandywine Meadows upper trailhead is located at 1350m and can be accessed using high-clearance vehicles, while the lower trailhead is at 900m and can be accessed using 2WD vehicles. The bulk of trails in this area are located in and around BPP where the S2ST is also located.

- Eight trails over 28 km and 4% of the total Whistler network (Figure 8)

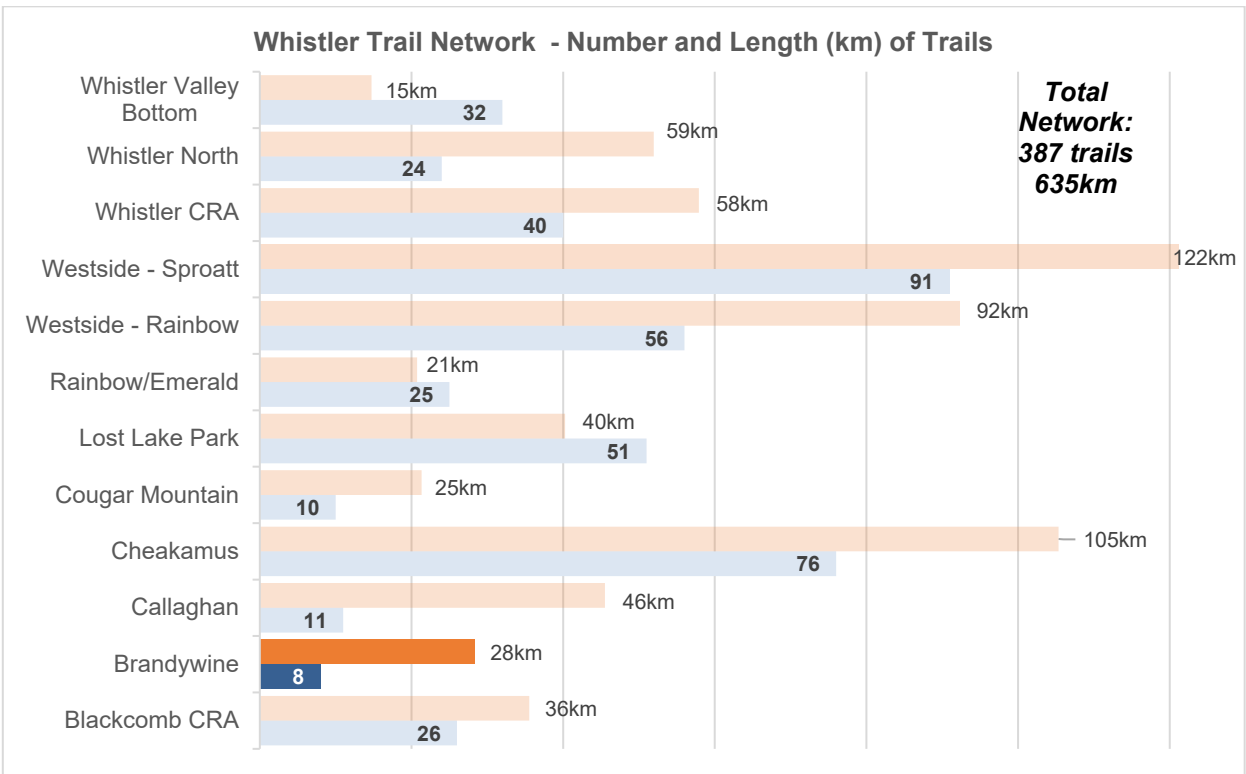


Figure 1: Total number and length of trails in Brandywine (including access)

2.1.4 Trail Use Types

Brandywine sees more limited use than other areas in Whistler in the sense that there are a much smaller number of trails, although the few trails do receive a fair amount of use. In its lower elevations this area provides access to Brandywine Falls, the Sea to Sky Trail, Cal-Check Campground and the Whistler Bungee area. The Brandywine Meadows trail is popular in mid to late summer once it is clear of snow. From the upper trailhead, the hike to the meadows is less than an hour and is one of the most easily accessible sub-alpine/alpine regions within the study area (Figure 9).

- 4 km of Hiking Only Trail
- 19 km of Mixed Use (S2ST FSR use)
- 5 km of Multi-Use Non- Motorized

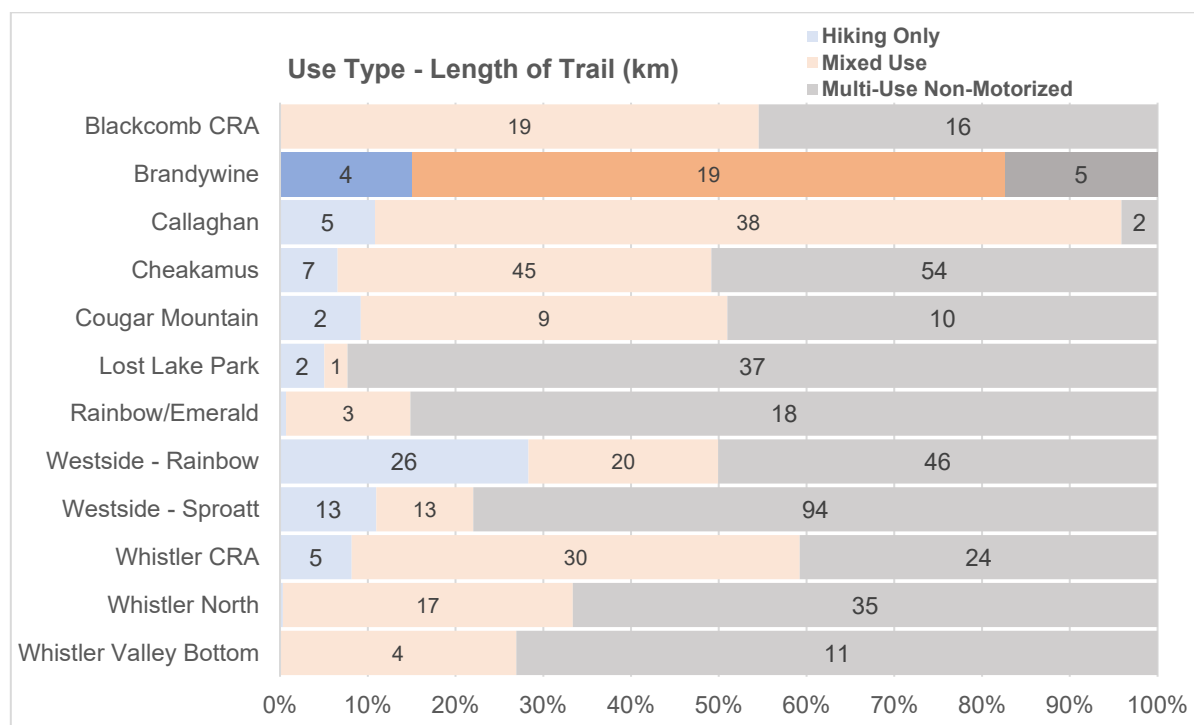


Figure 2: Trail length and use type in Brandywine (including access)

2.1.5 Key Trails

Key Access Trails

- Sea To Sky Trail

Prominent Trails

- Cal-Cheak North
- Lava Lake
- Brandywine Meadows

2.1.6 Key Destinations and Viewpoints

Table 1: Brandywine key destinations and viewpoints

Name	Type	Map Label
Brandywine Falls	Destination	1 & 23
Brandywine Meadows	Destination	20
RV Park	Amenity	41

2.1.7 Trail Use Intensity and Density

Overall, Brandywine has one of the lowest densities of trail in the Whistler network, although use of those limited number of trails is not insignificant.

- BPP portion of the S2ST sees high use and the Lava Lake trail acts as 'lollipop' for users doing out and back loops from the Cheakamus area.
- Brandywine Meadows hiking trail increasing in popularity yearly.

2.1.8 Trail Difficulty Ratings

- 46% of Brandywine trails are designated as Hiking Only.
- Blue and Green options make up most of the trails, including sections of the Sea to Sky Trail, Lava Lake trail and Cal-Check trail.

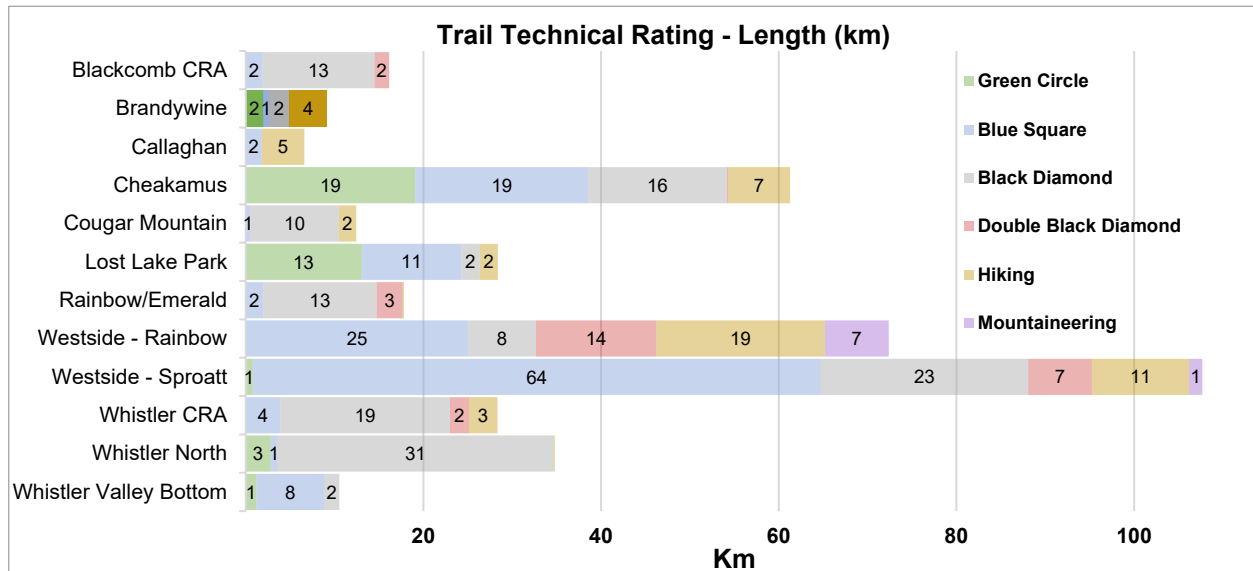


Figure 3: Technical difficulty of trails in Brandywine by length (not including access)

2.1.9 Planned Trails

Brandywine currently has no planned trails.

2.1.10 Access and Staging Areas

Access and staging were evaluated to assess the main access points and proximity of three kinds of staging areas.

Given the location south of the developed portions of Whistler, this area is primarily accessed via private vehicle, with some access via the S2ST. The higher elevation parts of Brandywine are accessed primarily by the Brandywine FSR, via Highway 99 and Callaghan Valley Road. Alternate access points also exist via resource roads located on the west side of Callaghan Valley Road. To the east of Highway 99, the lower elevation parts of Brandywine (Brandywine Falls Park and Cal-Cheak Recreation Site) are accessed via McGuire FSR, or from outside of Brandywine via the Sea-To-Sky Trail.

Primary Access Points:

- Brandywine Provincial Park
- Whistler Bungee (Sea to Sky Trail)
- Brandywine Meadows upper (4x4 only)
- Brandywine Meadows lower (2wd accessible)

Designated Staging Areas

- BPP Parking Lot (BC Parks)

Informal Staging Areas

Table 2: Brandywine informal staging areas

Parking Area #	Informal Staging Area	Description	Trail Network Area	Destinations and Key Trails	Overarching Land Manager	Comments	Connections	
37	Brandywine FSR	Large snowmobile parking lot at the bottom of the FSR. Smaller gravel pullouts further up the FSR close to the Brandywine Meadows trailhead	Brandywine	Brandywine Meadows Hiking trail	Overarching land manager - Ministry of Forests Limited winter maintenance provided by local snow mobile clubs	Road condition generally deteriorates closer to trailhead and requires high clearance 4x4 to reach	No	No

Roadside Parking

The Brandywine Meadows trailheads are located on gravel FSR's with no dedicated staging facilities. No other significant roadside parking was identified.

2.1.11 Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional staging areas

This area is MORE suitable for:

- Trails that provide connectivity between adjacent network areas, Cheakamus and Callaghan, and to connect to adjacent area trails like Mount Brew.
- Additional Green or Blue trails to provide connectivity between S2ST and other trails and recreation destinations.

2.1.12 Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

- Explore potential shuttle opportunities to BPP or Brandywine Meadows
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

2.2 Callaghan Trail Network Area (#2)

2.2.1 Overview

The Callaghan area (Callaghan) is located on the eastern side of the Callaghan Valley, extending from Highway 99 to as far north as Madeley Lake and the Whistler Olympic Park. Its eastern border runs along the west side of Mount Sproatt and its western border follows Callaghan Creek (Map 3).

While there are relatively few trails in this area it provides important access to the Callaghan Conservancy, Callaghan Lake Provincial Park, and to the Sproatt alpine trail network.

Whistler Olympic Park (WOP), Callaghan Country and Canadian Wilderness Adventures (CWA) all provide commercial recreation opportunities in the Callaghan. CWA's operations extend to the alpine/sub-alpine and include both motorized and non-motorized recreation. WOP provides camping opportunities, and its tenure area includes Madeley Lake's hike or ride in camp sites from the gate at the Madeley Lake Trail trailhead. Callaghan Lake Provincial Park is not included within the study area, but it also sees significant use on the north side of the area.

Land Use

Callaghan is almost entirely Crown Land, with a few parcels of private land. It has multiple land uses and includes the following:

- Madeley Lake Trail Recreation Reserve
- Alexander Falls Recreation Site
- Commercial Recreation

Whistler Olympic Park

Callaghan Country

Canadian Wilderness Adventures

- Cheakamus Community Forest
- Mining (Northair Mine)

Map 2: Callaghan Trail Network Area

(See next page)

2.2.2 Environmental Attributes

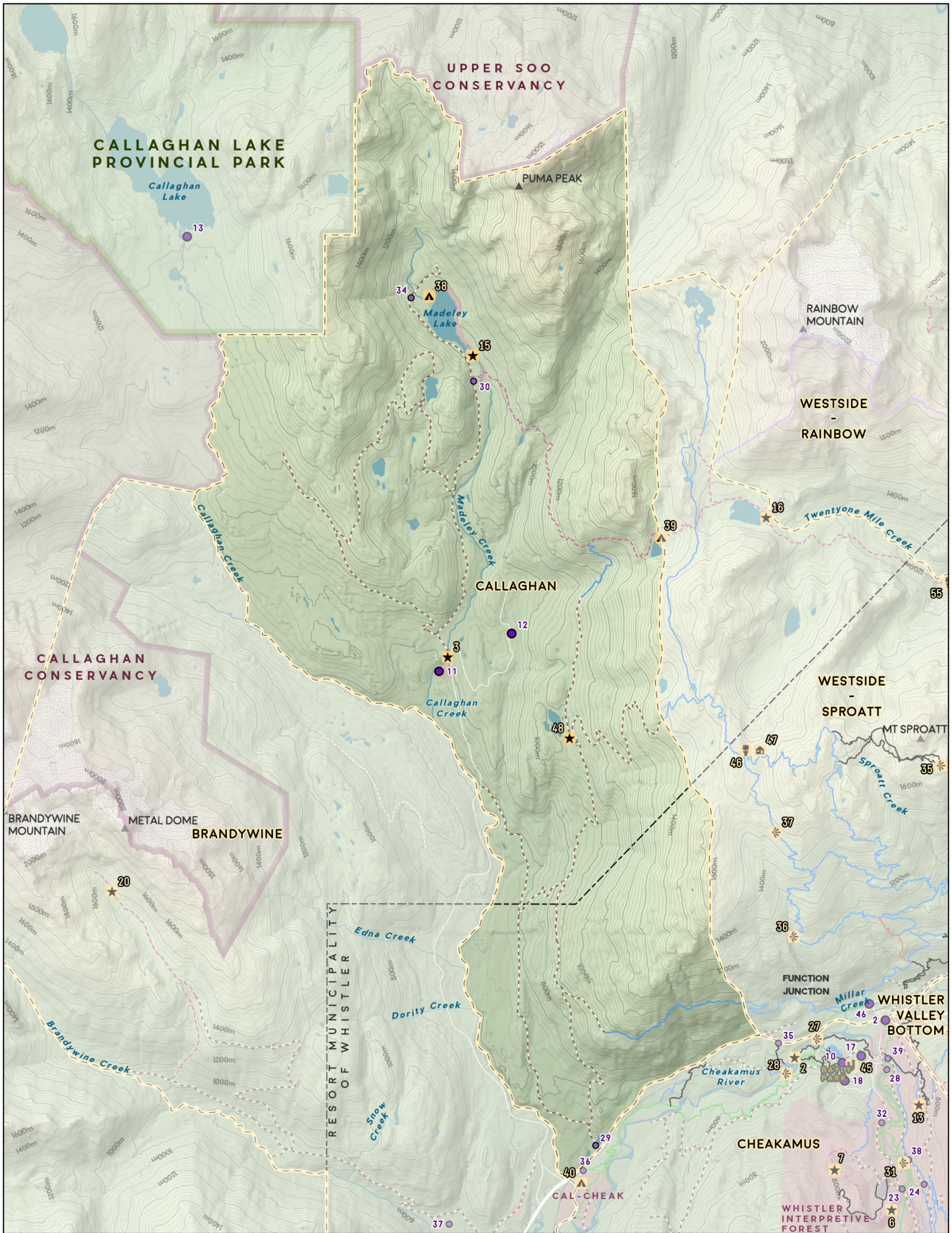
Biogeoclimatic Zones

- **CMAunp** - Coastal Mountain-heather Alpine (Undifferentiated and Parkland)
Alpine Tundra and Subalpine Parkland ecosystems
- **CWHms1** - Coastal Western Hemlock (Moist Submaritime)
Ecosystems with infrequent stand-initiating events
- **MHmm2** - Mountain Hemlock (Moist Maritime)
Ecosystems with rare stand-initiating events

Environmental Features:

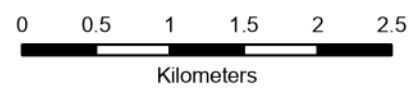
- Alpine, Subalpine, Montane, Old, Mature, and Young Forest ecosystems
Historical extensive forestry activity below 1200 m, younger and denser second growth forested ecosystems are prevalent.
Mature and old growth stands above ~1200 m to the sub-alpine.
- Callaghan Creek borders the southern boundary of the network area. Madeley Lake is located in the north of the network area, which flows in to Madeley Creek before joining Callaghan Creek. Alexander Falls is a large waterfall, approximately 43 m high, located on Madeley Creek, 700m upstream of its confluence with Callaghan Creek.
- Madeley Lake
- Contains areas with Sensitive Ecosystems, habitats, and wildlife.

Environmental Management



Network Area	Provincial Conservancy Area	Highway	Moderate - Blue Square	Asset Inventory Points Campsite Destination Viewpoint Skills Park	Outhouse
Designated Staging Area	Provincial Recreation Site	Local Road	Difficult - Black Diamond		Cabin
Informal Staging Area	Whistler Blackcomb CRA	Resource/Service Road	Expert - Double Black Diamond		Contour Interval 100m 20m
Municipal Parks	Municipal Boundary	Trails Access Easy - Green Circle	Hiking Only		
Watercourse	Provincial Park		Mountaineering		

GIS Cartographer: Oliver Chew
Date: 2023-10-05
CERG File #: 013-44-04
Projection: NAD 1983 UTM Zone 10N



Map 3: Callaghan

Asset Inventory
Recreational Trails Strategy
Whistler
British Columbia



- RMOW - Twenty-One Mile Creek Watershed: Source Water Protection Plan
- RMOW - Grizzly Bear-Human Conflict Mitigation Strategy

2.2.3 Trails and Infrastructure

Callaghan is mostly mixed-use resource roads and FSRs used to access the Callaghan Lake Provincial Park, Madeley Lake and trailhead to connect to Hanging Lake and the Sproatt alpine trail network, or via the Northair mine site above WOP. The historic Flank trail connection between Function Junction and the Callaghan Valley has been abandoned following extensive logging damage and substantial erosion and a significant debris flow just above 700 m elevation, in addition to grizzly bear habitat values in that area to be protected.

- Eleven trails make up 46 km, or, 2% of Whistler trail network.
- Commercial operations in the valley also manage roads and trail networks under their tenures that the public uses to access various backcountry destinations, although their specific recreation trails have not been included in this analysis.
- Some limited unsanctioned building of motocross (dirt bike) trails in this area has started to take place.

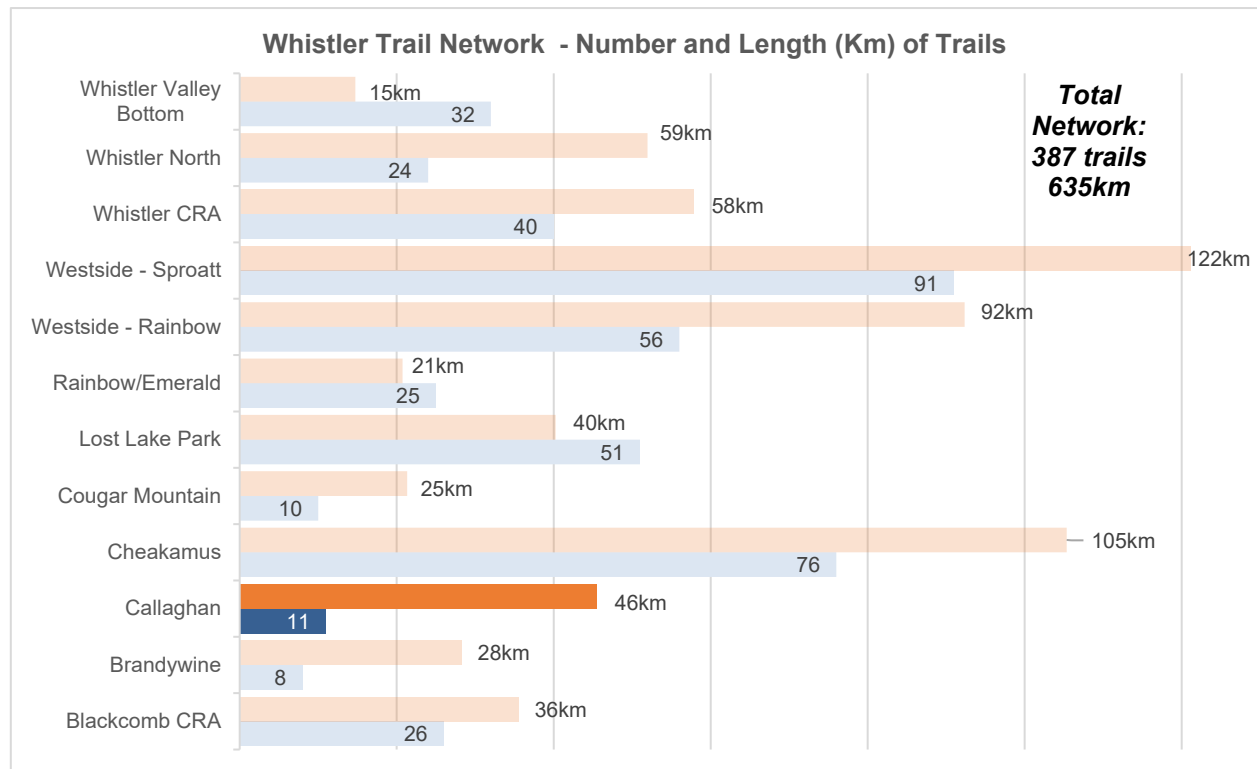


Figure 4: Total number and length of trails in Callaghan (including access)

2.2.4 Trail Use Types

- 60% of Callaghan Trails are Hiking only, 5 km.
- 28 km Mixed-Use, primarily access related.

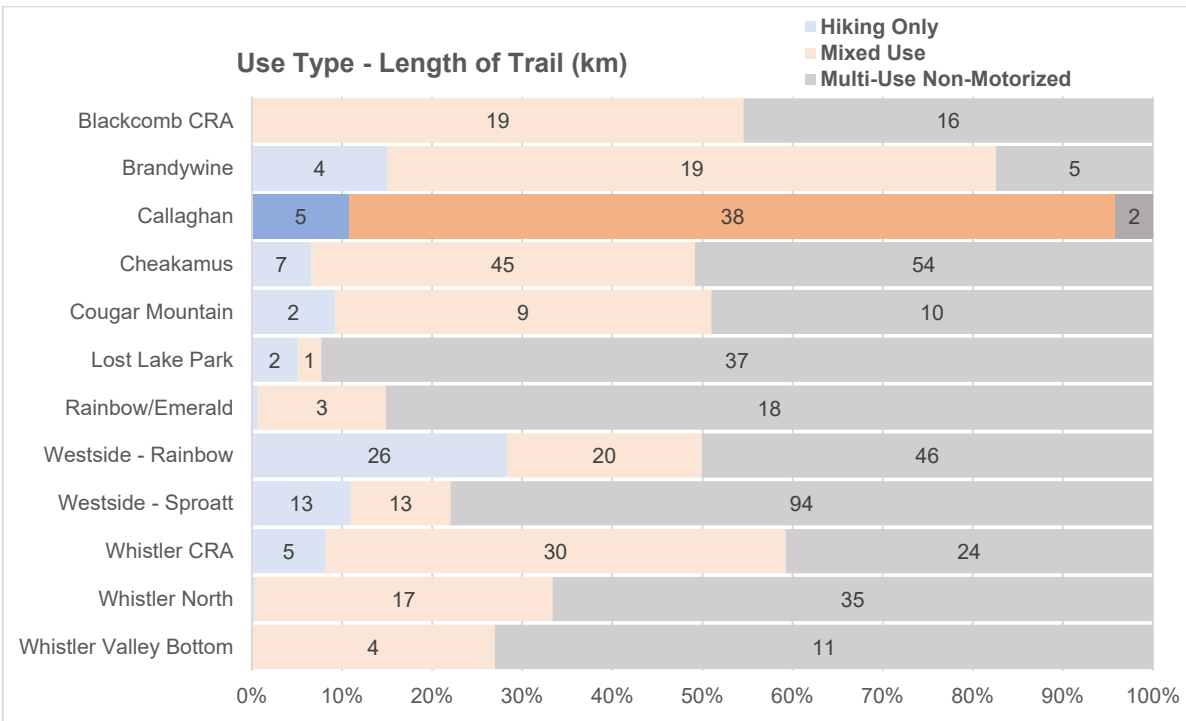


Figure 5: Trail length and use type in Callaghan (including access)

2.2.5 Key Trails

Key Access Trails

- Madeley Lake Access Road
- Northair Mine / Sproatt Access

Prominent Trails

- Madeley Lake (Hanging Lake) Trail

2.2.6 Key Destinations and Viewpoints

Table 3: Callaghan key destinations and viewpoints

Name	Type	Map Label
Alexander Falls	Destination	3
Madeley Lake	Destination	15
Madeley Lake Campsite	Amenity	38
Northair Mine	Destination	48

While outside of the Callaghan area, the Madeley Lake Trail also provides access to Hanging Lake campsite and the Sproatt alpine trail network.

2.2.7 Trail Use Intensity and Density

- Callaghan has one of the lowest densities of trails in the Whistler network.
- Gated access over the preceding years to Madeley Lake trailhead has precluded much use in that area.

2.2.8 Trail Difficulty Ratings

Callaghan is predominately made up of access trails used to access destinations (Figure 13).

- Five kms of Hiking only trails

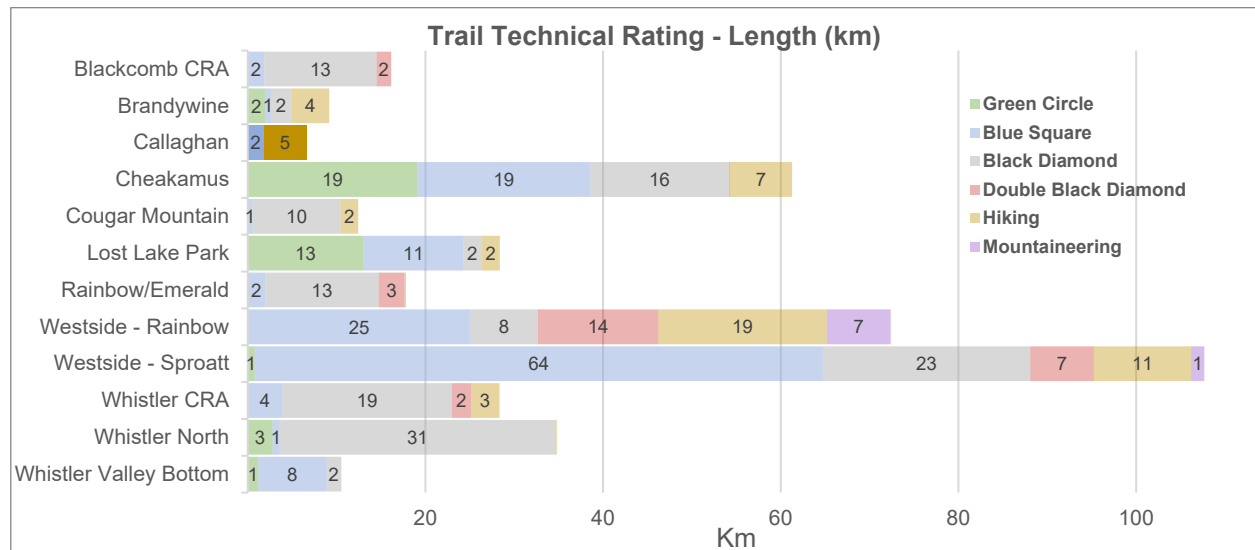


Figure 6: Technical difficulty of trails in Callaghan by length (not including access)

2.2.9 Planned Trails

Callaghan has one trail addition planned and approved as part of the original Sproatt alpine trail network approval that was received in 2015, and granted a Section 56 Establishment in 2017, connecting the north end of the Northair Mine FSR above the Whistler Olympic Park to the Madeley/Hanging Lake trail. The proposed Beverley Lake – Rainbow Lake trail was also included in this approval, although it has been deferred.

- Callaghan – Hanging Lake Connector (RMOW, planned, Authorized: REC203772)
 - More Difficult, two-way
 - *Deferred currently.*

2.2.10 Access and Staging Areas

Access to Callaghan is primarily gained from the Callaghan Valley Road, or via the Callaghan Creek FSR. Access to Callaghan Lake Park from Callaghan Lake FSR, and to the Madeley Lake site through the Madeley Lake Access Road which is gated at the trailhead by WOP as it is located within their Crown land tenure area.

Access above the Northair Mine site to the Sproatt alpine network is by steep, crossed ditched, high clearance 4x4 road, and this has been noted as an impediment to access by some users.

Primary Access Points:

- Madeley Lake Trailhead
- Whistler Olympic Park
- Northair Mine
- Alexander Falls

Designated Staging Areas

Table 4: Callahan designated staging areas

Parking Area #	Name	Trail Network Area	Destination Trail	Land Manager Maintenance Responsibility	Comment	Connections	
						Valley Trail	Bus Transit
11	Alexander Falls	Callaghan	Alexander Falls Madeley Lake Hanging Lake	RSTBC		No	No
12	Whistler Olympic Park (Whistler Sports Legacies)	Callaghan	Commercial trail network access winter and summer	Whistler Sport Legacies	Limited public trails access	No	No
13	Callaghan Lake Provincial Park	Callaghan Lake Provincial Park	Ring/Conflict Lakes and paddle to Cirque Lake trail via Callaghan Lake	BC Parks		No	No

Informal Staging Areas

Table 5: Callaghan informal staging areas

Parking Area #	Informal Staging Area	Description	Trail Network Area	Destinations and Key Trails	Overarching Land Manager	Comments	Connections	
							Valley Trail	Bus Transit
30	Madeley Lake (Hanging Lake) Trailhead		Callaghan	Madeley Lake Hanging Lake	Whistler Sports Legacy	WSL established gate at junction of Callaghan FSR/Madeley Lake FSR further up Madeley Lake FSR to Madeley Lake trailhead	No	No

Roadside Parking

No significant roadside parking was identified in this area.

2.2.11 Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Single use trails

This area is MORE suitable for:

- Trail connectivity between access points, destinations, and the existing network, including:
- Lower gradient Green and Blue trails

- Mixed trail rating development such as intermediate trails with advanced options

2.2.12 Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

- Complete the Hanging Lake connector trail to provide loop and connectivity opportunities from established commercial operations.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

2.3 Cheakamus (#3)

2.3.1 Overview

The Cheakamus area (Cheakamus) is located to the south of Highway 99 and borders the southern and eastern limits of the Whistler Interpretive Forest up to the boundary of Garibaldi Park. The western portion of the area contains the Jane Lakes area and includes the Cal-Cheak Recreation Site while the eastern border of Cheakamus abuts the western boundary of Whistler Mountain's Controlled Recreation Area (Map 4).

The more moderate and rolling terrain in Cheakamus has contributed to the expansion of intermediate level trails in this area, with flatter terrain adjacent to the Cheakamus River rising gently away from the riverbanks as it then rises sharper towards Whistler Mountain, or the Logger's and Jane Lakes areas. The trails are diverse and provide a range of options for hikers, trail runners, sight seers and mountain bikers. The trails include technical expert level singletrack, fun hand-built flow trails, machine groomed trails and everything in between. There are also hiking only trails, access for kayakers, and tourist destinations like the Train Wreck site.

Land Use

A significant portion of Cheakamus is Crown Land, including the Whistler Interpretive Forest which is a Provincial Recreation Site. The Cheakamus Crossing neighbourhood and segments of municipal and private land are also located in this area. The following land uses exist in Cheakamus:

- Upper Cheakamus Cultural Management Area
- Whistler Interpretive Forest
- Cheakamus Crossing
- RMOW Utilities
 - Wastewater Treatment Plant
 - Water Reservoir
- Garibaldi Park
- Cheakamus Community Forest - long-term harvesting and fuel management activities planned.
- Cal-Cheak Recreation Site
- Whistler Bungee
- Whistler Aggregates Mine and Quarry

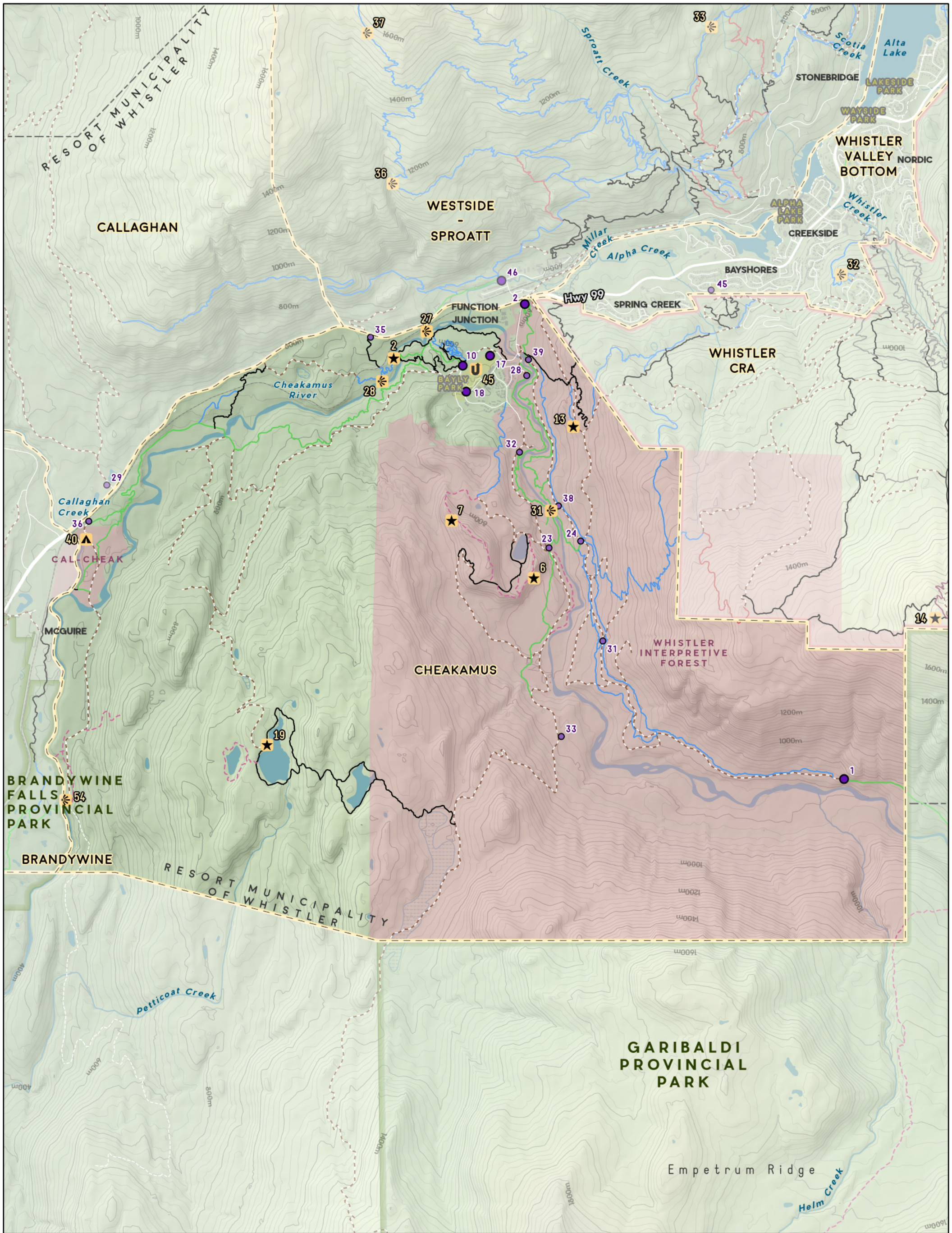
Map 3: Cheakamus Trail Network Area

(See next page)

2.3.2 Environmental Attributes

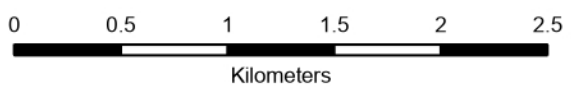
Biogeoclimatic Zones:

- **CWHds1** - Coastal Western Hemlock (Dry Submaritime)
Ecosystems with infrequent stand-initiating events
- **CWHms1** - Coastal Western Hemlock (Moist Submaritime)



- | | | | | | |
|-------------------------|----------------------------|-----------------------|-------------------------------|-------------------------------|-------------------------|
| Network Area | Wetland | Highway | Easy - Green Circle | Bike Park Trail | Viewpoint |
| Designated Staging Area | Provincial Recreation Site | Local Road | Moderate - Blue Square | Commercial Trail | Skills Park |
| Informal Staging Area | Whistler Blackcomb CRA | Resource/Service Road | Difficult - Black Diamond | Asset Inventory Points | Contour Interval |
| Municipal Parks | Municipal Boundary | Trails | Expert - Double Black Diamond | Campsite | 100m |
| Watercourse | Provincial Park | Access | Hiking Only | Destination | 20m |

GIS Cartographer: Oliver Chew
Date: 2023-10-05
CERG File #: 013-44-04
Projection: NAD 1983 UTM Zone 10N



Map 4: Cheakamus

Asset Inventory
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- *Ecosystems with infrequent stand-initiating events*
- **ESSFmw2** - Engelmann Spruce -- Subalpine Fir (Moist Warm)
Ecosystems with infrequent stand-initiating events
- **MHmm2** - Mountain Hemlock (Moist Maritime)
Ecosystems with rare stand-initiating events

Environmental Features:

- Montane, Old, Mature and Young Forest ecosystems
Historical extensive forestry activity below 1200 m, mostly in proximity to Cheakamus River, younger and denser second growth forested ecosystems prevalent.
Mature and old growth stands above ~1200 m to the sub-alpine.
- The Cheakamus River flows through Cheakamus from Cheakamus Lake, and it is fed by Helm Creek, Callaghan Creek, and Millar Creek.
- Jane Lakes and Loggers Lake are the major waterbodies.
- Historical volcanic activity created basalt columns visible in the Loggers and Jane Lakes vicinity.
- Contains areas with Sensitive Ecosystems, habitats, and wildlife.

Environmental Management

- n/a

2.3.3 Trails and Infrastructure

Given the lower elevation in Cheakamus and the proximity to ongoing resident housing development, the trails in this have become a key component of the Whistler trail network. The growth of the Cheakamus Crossing neighborhood has resulted in the development of a range of both authorized and unauthorized trails on both sides of Cheakamus River, and in the vicinity of the Train Wreck.

- There are 76 trails in Cheakamus, totaling 122 km in length.
- The majority of trails are at lower elevations and as such provide important early and late season trail use for a wide range of users and skill levels.
- Many trails are in close proximity to Cheakamus Crossing, Function Junction, and Spring Creek, and are a short distance from Bayshores and Creekside on the Valley Trail, enabling easy access without the use of a car for local residents.
- WORCA maintains 53% of the trails.
- Green and Blue trails on either side of Cheakamus River provide family-friendly pedestrian and mountain biking opportunities.
- Farside and the Far Out trail development by WORCA now connect to the Cheakamus Lake trailhead parking lot providing singletrack connection from WIF designated staging to the Cheakamus Lake trailhead which will be built to an aMTB (Adaptive) standard.
- The WIF provides interpretive loops with informational boards and descriptions of components of the forest ecosystem and silviculture activities.
- Provides access to Garibaldi Park including Cheakamus Lake, Helm Creek, and Black Tusk provide more challenging hiking and backcountry camping opportunities.
- The Sea to Sky Trail goes through Cheakamus, starting at the WIF staging area, passing through Cal Cheak and Whistler Bungee before carrying on south towards BPP and Squamish. This trail is popular for walking and biking.
- Hiking only trails provide separated use where appropriate.
- The historic Train Wreck site and area is major destination for tourists.
- The Jane Lakes trails and area provide a peaceful and semi-wilderness trail experience in close proximity to Function Junction, featuring a series of lakes, old growth forests and predominantly natural trail surfaces.

- This area also features popular unsanctioned trails that provide experiences on the Expert side of the spectrum for mountain bikers.

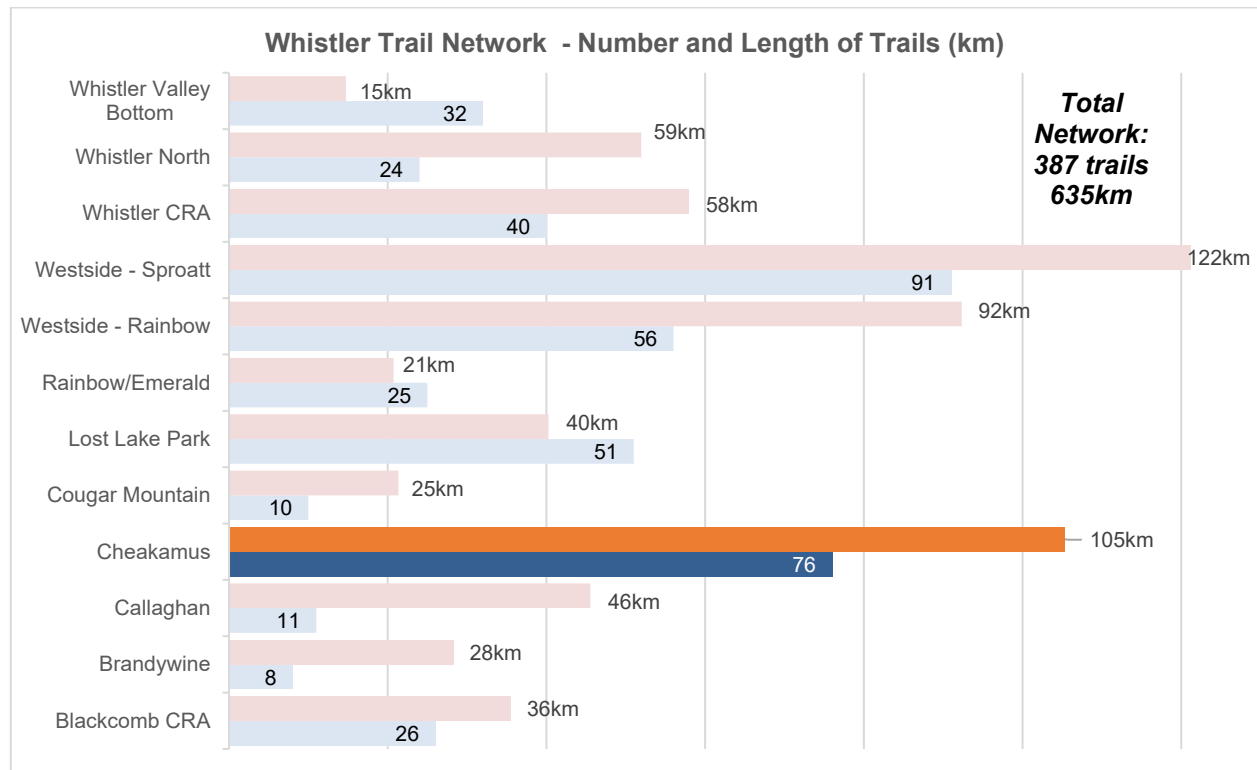


Figure 7: Total number and length of trails in Cheakamus (including access)

2.3.4 Trail Use Types

Cheakamus sees extensive use by a wide range of non-motorized users and contains predominately multi-use non-motorized trails.

- 7 km of Hiking only trails including the Crater Rim and Riparian trails
- 45 km of Mixed-Use trails
- 53 km non-motorized trails
- The Whistler BMX track at Bayly Park is maintained by the volunteer-based Whistler BMX Club and caters to a wide range of abilities, from run bikers and beginner riders to national level athletes.

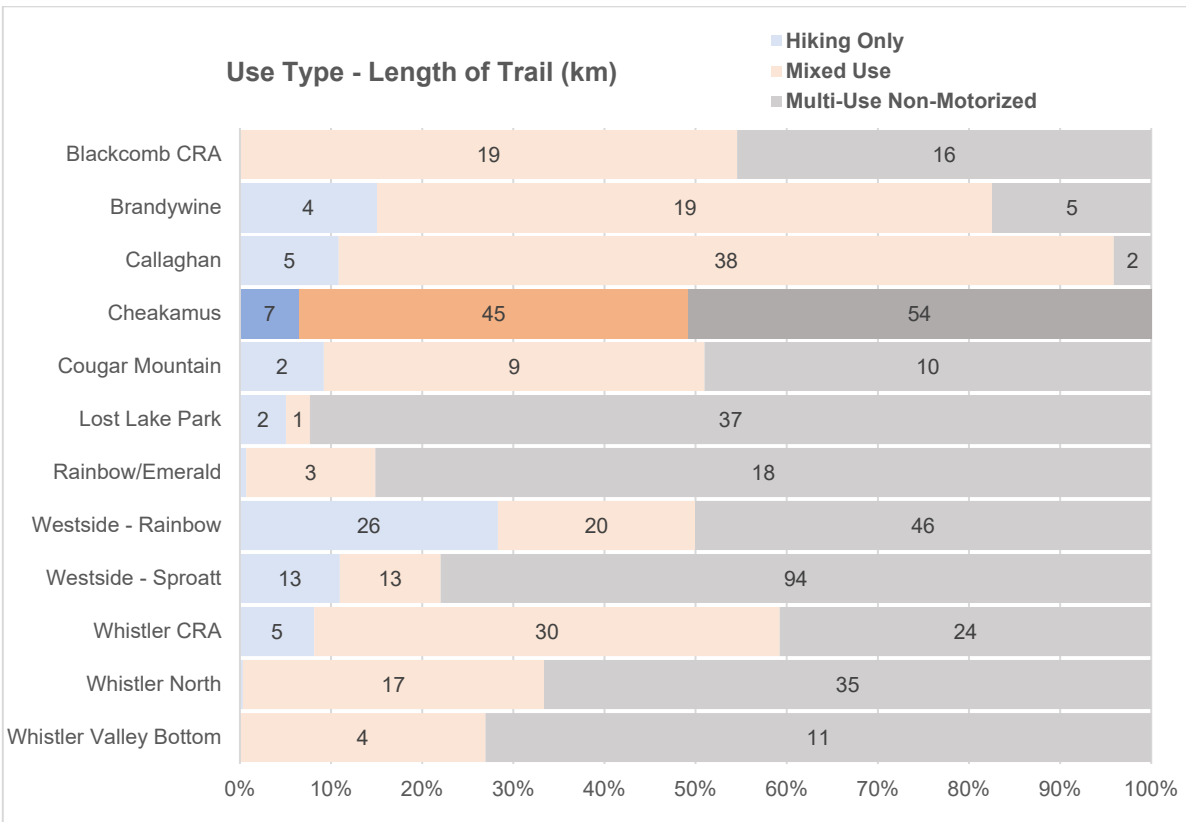


Figure 8: Trail length and use type in Cheakamus (including access)

2.3.5 Key Trails

Key Access Trails

- Train Wreck
- Sea to Sky Trail
- Riverside / Farside
- Logger's Lake

Prominent Trails

- AMPM
- Cal-Cheak
- Cheakamus Lake
- Crater Rim Trail
- Enter Riverside
- Far Out
- Flashback
- Helm Creek
- Highline
- Interpretive Forest Loop
- It's Business Time
- Lower Ridge

- Lucy in the Sky With Diamonds
- Ridge
- Trainwreck Express
- Upper Ridge

2.3.6 Key Destinations and Viewpoints

The Cheakamus area trails are used to access popular destinations including Cheakamus Lake, Loggers Lake and the Jane Lakes area. The Cheakamus FSR look-out, Cal-Check Recreation Site, Cheakamus River, Cheakamus River Suspension Bridge, and the Train Wreck are all well used sites within the area. Whitewater kayakers also use the trail network to gain access to the Cheakamus River.

Table 6: Cheakamus key destinations and viewpoints

Name	Type	Map Label
Train Wreck	Amenity	2
Loggers Lake Crater Rim	Amenity	6
Loggers Lake Lookout	Destination	7
Cheakamus FSR Lookout	Viewpoint	13
Jane Lake	Destination	19
Cheakamus River	Viewpoint	27
Cheakamus River – Trainwreck South	Viewpoint	28
Cheakamus Lake	Destination	29
Cheakamus Lake/Signing Creek	Destination	30
Cheakamus River Suspension Bridge	Destination	31
Cal-Check Rec	Campsite	40
Cheakamus Lake Campsite	Amenity	42
Whistler BMX Track	Amenity	45

2.3.7 Trail Use Intensity and Density

Containing the Cheakamus Crossing neighbourhood and with the ease of access to the area via the Valley Trail, Highway 99, and providing critical early and late season trail availability, this area sees high use from nearly all non-motorized user segments. The recent focus on completing a Blue connection from Farside to the Cheakamus Lake trailhead has also provided much more diverse opportunity for lesser skilled mountain bikers which has also contributed to more use. The eastern portion of the area has a relatively higher concentration of trails compared to the rest of the area where it abuts the Whistler CRA and provides connectivity to other trails. The Jane Lakes area has a low density of trails which maintains its wilderness character.

2.3.8 Trail Difficulty Ratings

Cheakamus provides trail options (Figure 16) primarily in the beginner to intermediate range, but with advanced and expert trails available for the experienced user.

- Contains 15% of Whistler's trail network, 105 km.
- Highest number of Green trails in Whistler are in Cheakamus; 18 km.
- 30% of Cheakamus trails are rated as Green.
- 33% of Cheakamus trails are rated as Blue.
- Contains the third most Blue trails by length; 19 km.
- 22 Black Diamond trails in Cheakamus, totaling 16 km in distance.
- It is categorized as being, "*Moderate Physicality – Range in elevations and lengths of trails create routes suitable for intermediate mountain bikers and offers hikers a variety of trails providing many trail route options of differing lengths.*", based on a qualitative assessment of terrain and difficulty rating.

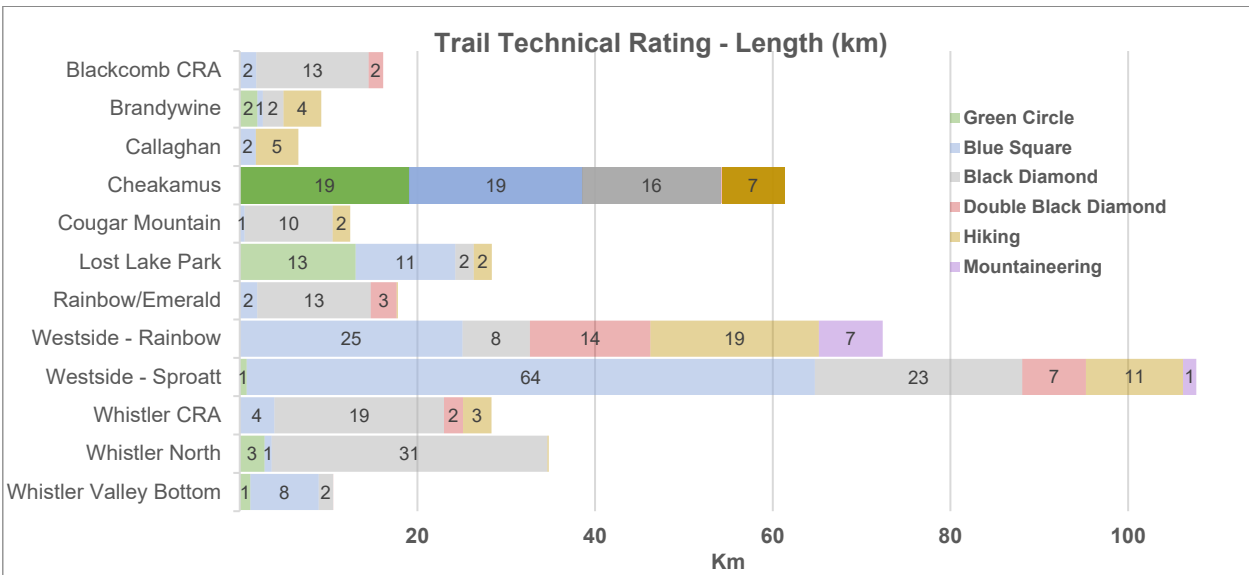


Figure 9: Technical difficulty of trails in Cheakamus by length (not including access)

2.3.9 Planned Trails

Cheakamus has several trail additions planned and approved.

- WORCA – Flashback, (Approved, Section 57 authorization, Blue, Descent Primary, Under Construction)
- WORCA – D’Arcy Burke Memorial Trail, (Approved Section 57 authorization, Black Diamond, TBC)

2.3.10 Access and Staging Areas

Access and staging were evaluated to assess the main access points and proximity of three kinds of staging areas.

Trails in the Cheakamus area can be accessed via local active transportation on the Sea to Sky Trail and Valley Trail, or from the WIF or Bayly Park staging, informal parking on the Cheakamus Lake FSR. Cheakamus West (Black Tusk) FSR. The Cheakamus Lake FSR also provides access to Garibaldi Park’s Cheakamus Lake and Helm Creek trails while the Train Wreck site on the west side of the Cheakamus River is primarily accessed near Jane Lakes Road and FSR.

The Black Tusk FSR is gated at the bottom junction with Cheakamus West FSR, which has been identified as an access issue by some users, although it has provided some level of protection to the Jane Lakes area by limiting access to those who are more motivated. Additionally, heavy decommissioning of the Jane Lakes FSR on its upper end, has reduced vehicle access to Jane Lake from the north side.

Primary Access Points:

Ease of access to the network is a key attribute of Cheakamus as there are multiple access points along Eastside and Westside Mains, and Jane Lakes FSR’s in addition to trail connectivity from the Whistler CRA trail network. More access points are located at:

- Bayly Park and Jane Lakes Road
- Cal Cheak Recreation Site
- Cheakamus Lake Trailhead

- Whistler Interpretive Forest parking
- Cheakamus Crossing neighborhood – multiple points
- Whistler CRA

Designated Staging Areas

Table 7: Cheakamus designated staging areas

Parking Area #	Name	Trail Network Area	Destination Trail	Land Manager Maintenance Responsibility	Comment	Connections	
						Valley Trail	Bus Transit
1	Cheakamus Lake Trailhead	Cheakamus	Garibaldi Provincial Park trail network (Cheakamus Lake, Helm Creek) Whistler Interpretive Forest eastern trail network area	BC Parks	Primarily parking for GPP user	No – Nearest Cheakamus Crossing	No – Nearest Cheakamus Crossing
2	Whistler Interpretive Forest (WIF)	Cheakamus Westside Sproatt Whistler CRA	Valley trail Sea to Sky trail Flank Trail from Function WIF trails	RMOW maintenance responsibility through license agreement with RSTBC		Yes	Yes

Informal Staging Areas

There are 18 informal parking areas across Whistler and 50% are within the Cheakamus trail network area.

Table 8: Cheakamus informal staging areas

Parking Area #	Informal Staging Area	Description	Trail Network Area	Destinations and Key Trails	Overarching Land Manager	Comments	Connections	
							Valley Trail	Bus Transit
23, 24, 28, 31, 32, 33, 38, 39	Whistler Interpretive Forest (various locations)	Dispersed medium and small sized lots along both sides of the Cheakamus River	Cheakamus Whistler CRA	Logger's Lake MacLaurin's Crossing Suspension Bridge Riverside Farside Crater Loop Far Out/Flashback Highside Tunnel Vision It's Business Time	RSTBC	Includes access to Loggers Lake and Jane Lakes	Yes, only Riverside/Farside	Yes, only Riverside/Farside
36	Cal-Cheak (Daisy Lake FSR)	Parking area adjacent to highway turn off, with dispersed areas further along FSR	Cheakamus	Cal-Check Sea to Sky Trail	Cal-Cheak-RSTBC FSR - Ministry of Forests	Outhouses in designated recreation site camping areas	No	No

Roadside Parking

Table 9: Cheakamus roadside parking

Parking Area #	Roadside Parking Area	Description	Trail Network Area	Destinations and Key Trails	Comments	Connections	
						Valley Trail	Bus Transit
35	Lower Yer Saddle - Hwy 99	Large gravel highway pullout south of Function Junction at Lower Yer Saddle trailhead	Cheakamus	Lower Yer Saddle Train Wreck	Ministry of Transportation and Infrastructure Not approved by Ministry of Transportation and Infrastructure Pull out on highway 99 not permitted by MOTI	No	No

2.3.11 Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable

for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional mountain bike primary trails on the east side of the Cheakamus River
- Additional trails in the S2ST, Train Wreck, Trash zone
- Additional staging areas

This area is MORE suitable for:

- Mountain bike climbing trail connectivity to improve useability.
- Additional connectivity between existing trails within Cheakamus
- Mixed trail rating development such as intermediate trails with advanced options
- Advanced trails in areas removed from the core network.
- Low density backcountry style trails to provide loop opportunities.

2.3.12 Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for Cheakamus are:

- Additional trail development on the east side of the Cheakamus River should be carefully considered and focus on improving connectivity via short segments or mountain bike climbing trails over adding additional mountain bike primary trails.
- Explore potential shuttle opportunities along Cheakamus Lake FSR to access destinations and trail access points.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process. *Community input to date has suggested these specific connections:*
 - *Improved S2ST connectivity between Cal-Cheak and Brandywine Fall Provincial Park.*
 - *Extend LSD to the Black Tusk FSR gate.*
 - *Explore connectivity between Black Tusk gate and S2ST to the Jane Lakes network.*
 - *Create additional loops in the Jane Lakes area and connectivity to BPP, while maintaining the wilderness character of the area.*

2.4 Cougar Mountain (#4)

2.4.1 Overview

The Cougar Mountain network area (Cougar) is the most northerly trail network in Whistler and is located on the northwest side of Highway 99 and east of Sixteen Mile Creek on the south side of the Soo Valley. It contains Cougar Mountain and the Showh Lakes - Ancient Cedars Trail Recreation Area (Map 5).

This area is known for the beautiful old growth hike through Ancient Cedars on one hand, the technical cross-country singletrack of Kill Me Thrill me, and the particularly steep, loose, and rocky nature of its motorized trials network on the other. While this area has relatively few official trails, what it does have are important pieces of the network, and in the case of the motorized trials trails, likely critical.

Land Use

Most of the Cougar Mountain network area is Crown Land, with some private parcels located adjacent to Highway 99.

- The Showh Lakes - Ancient Cedars Trail Recreation Area is located to the northwest of the network area and covers approximately 777 ha.
- The Adventure Group operate in Cougar and offer both motorized and non-motorized activities.
- Cheakamus Community Forest has fuel management plans in this area.
- Whistler Heliport
- Private Quarry

Map 4: Cougar Mountain Trail Network Area

(See next page)

2.4.2 Environmental Attributes

Biogeoclimatic Zones:

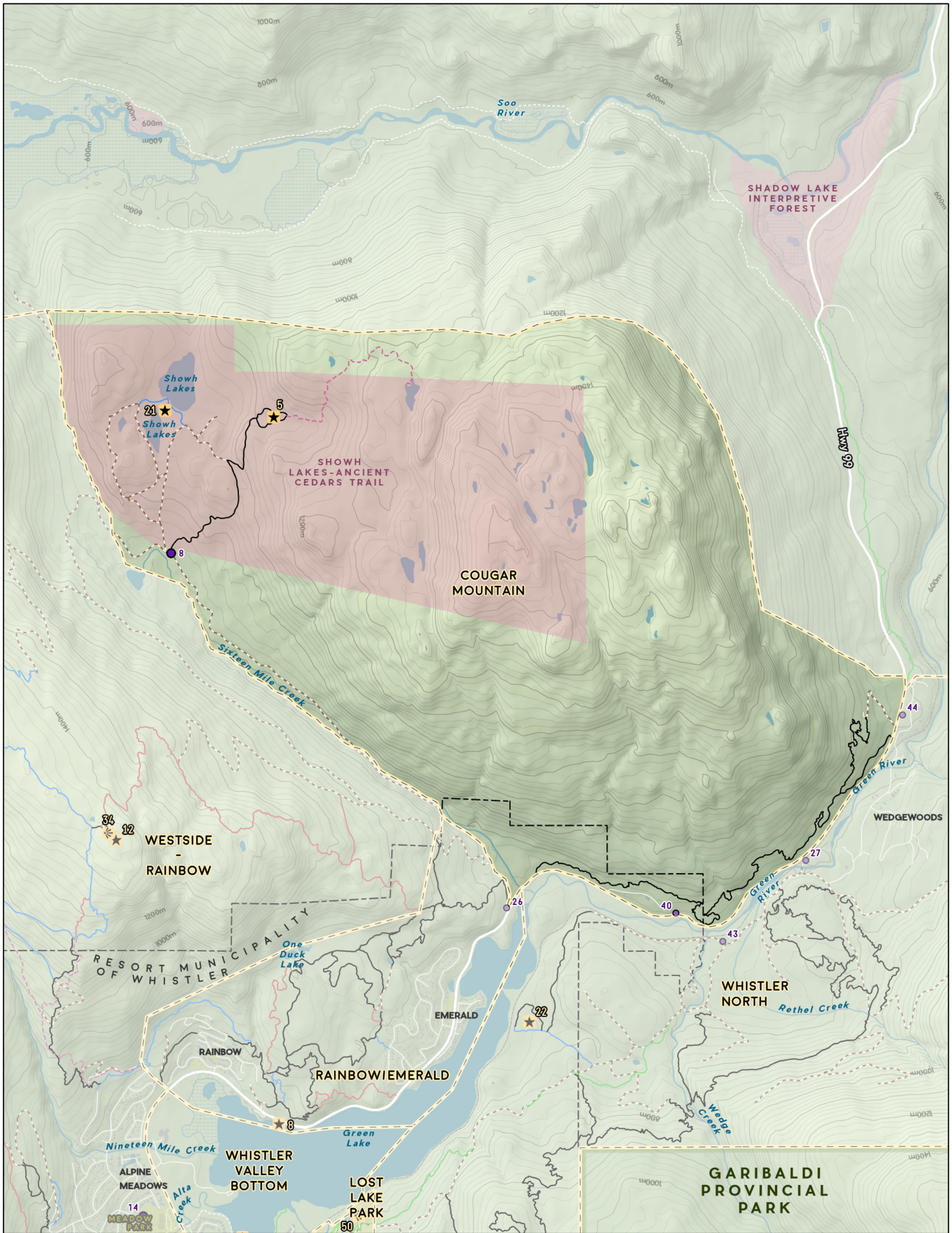
- **CWHms1** - Coastal Western Hemlock (Moist Submaritime)
Ecosystems with infrequent stand-initiating events
- **MHmm2** - Mountain Hemlock (Moist Maritime)
Ecosystems with rare stand-initiating events

Environmental Features:

- Subalpine, Old, Mature and Young Forest ecosystem
Historical extensive forestry activity below 1200 m, younger and denser second growth forested ecosystems prevalent.
Mature and old growth stands above ~1200 m to the sub-alpine.
Large areas of forest disturbed by bark beetle and mite damage.
- Encompasses all but the north slopes of Cougar Mountain
- Showh Lakes are the main waterbodies, located towards the northwest corner of Cougar.
- Sixteen Mile Creek is the main watercourse, which drains into Green River.
- A series of smaller sub-alpine lakes are located towards the top of Cougar Mountain.
- Contains areas with Sensitive Ecosystems, habitats, and wildlife.

Environmental Management:

- n/a



Network Area	Watercourse	Provincial Park	Trails	Expert - Double Black Diamond	Contour Interval
Designated Staging Area	Wetland	Highway	Access	Hiking Only	100m
Informal Staging Area	Provincial Recreation Site	Local Road	Easy - Green Circle	Asset Inventory Points	20m
Municipal Parks	Municipal Boundary	Resource/Service Road	Moderate - Blue Square	Destination	
			Difficult - Black Diamond	Viewpoint	

2.4.3 Trails and Infrastructure

While the Cougar area contains only three percent of all the trails within the study area (10 trails over 25 km) they provide significant value to the network and are very important to the community. Ancient Cedars is a very popular hiking tourist destination to see large old growth cedar.

- Kill Me Thrill Me is one of Whistler's oldest trails and is generally one of the earliest to open each year.
- Trials moto network provides a use area somewhat detached from the main non-motorized network, although it is fully unauthorized.

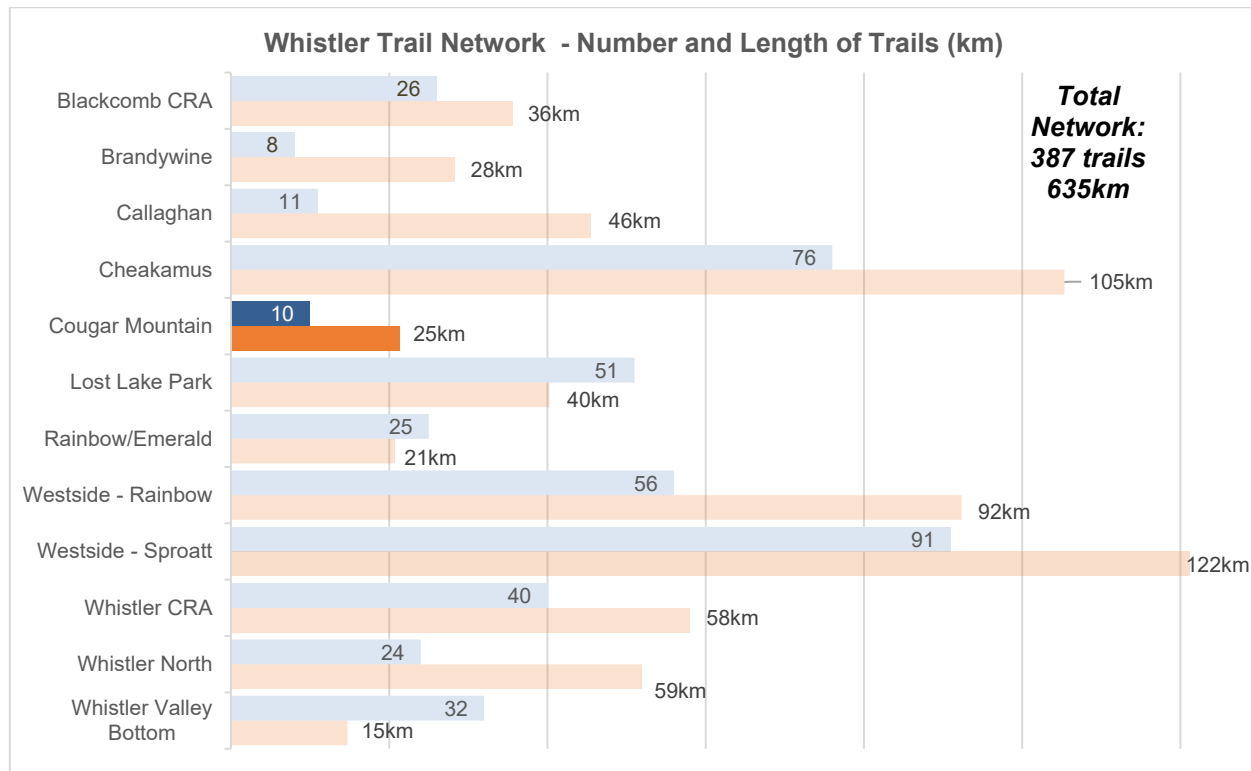


Figure 10: Total number and length of trails in Cougar Mountain (including access)

2.4.4 Trail Use Types

Much of the trail network on Cougar Mountain is located north of the Whistler heli-port and is primarily a user-maintained trials motorcycle network that has been seeing increasing hiking use to access the Cougar Mountain summit area. Mountain bike use in this portion of the network is more limited to small numbers of adventure seeking riders, although the area closer to the highway sees more regular use on trails like Kill Me Thrill Me. The Showh Lakes / Ancient Cedars area is a popular hiking destination and has reasonably close access from the highway, although the road is frequently in poor condition.

The trials motorcycle network on the southeast flank of Cougar Mountain is an unauthorized user-created network that was built mostly in response to being displaced from historically used and built trails within the core Whistler network, by significantly increasing non-motorized users in portions of the valley closest to residential areas.

The trails in Cougar are:

- 2 km Hiking only
- 9 km Mixed use
- 10 km Multi-use Non-Motorized

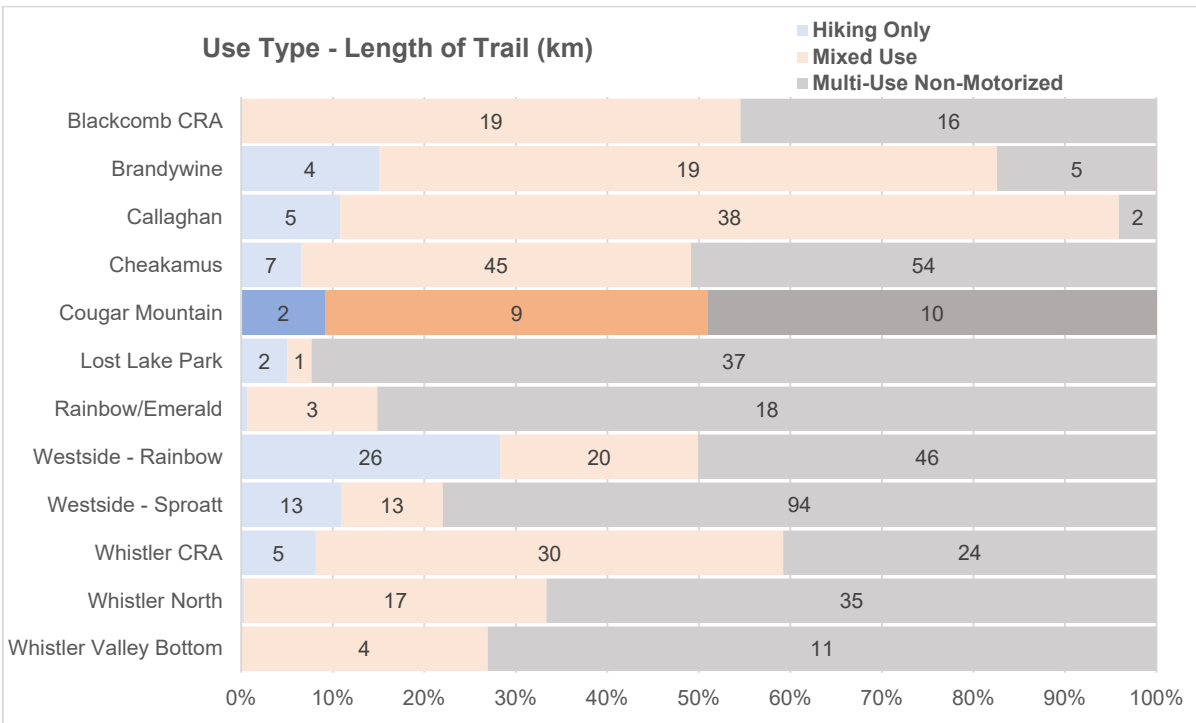


Figure 11: Trail length and use type in Cougar Mountain (including access)

2.4.5 Key Trails

Key Access Trails

Showh Lake Loop

Prominent Trails

- Ancient Cedars
- Newt Lake
- Kill Me Thrill Me
- Mak Daddy Pass

2.4.6 Key Destinations and Viewpoints

Table 10: Cougar Mountain key destinations and viewpoints

Name	Type	Map Label
Ancient Cedars	Destination	5
Showh Lakes	Destination	21

2.4.7 Trail Use Intensity and Density

While the Ancient Cedars loop receives the bulk of use in this area, Kill Me Thrill Me is well renowned, although the technical cross-country style of mountain biking it represents is less popular than it once was. Trials trails make up the bulk of the trails in the area on the steep and loose rocky terrain, they are generally clustered in a small portion of the area.

2.4.8 Trail Difficulty Ratings

The limited number of trails within Cougar are mostly advanced level or harder Black Diamond trails. There are also hiking only and hiking primary trails accessing Showh Lakes and Newt Lake. Trails extend from the valley at Highway 99 to the summits of Cougar Mountain and are described as challenging, hikers also use these trails to hike to the summit area.

- Least amount of Multi-Use Non-Motorized
 - 2 km of Blue trail
 - 1 km of Green trail
- Categorized as being, “*High Physicality – Significant elevation gains, lengths of the routes and technical difficulty make this a high physicality area.*”

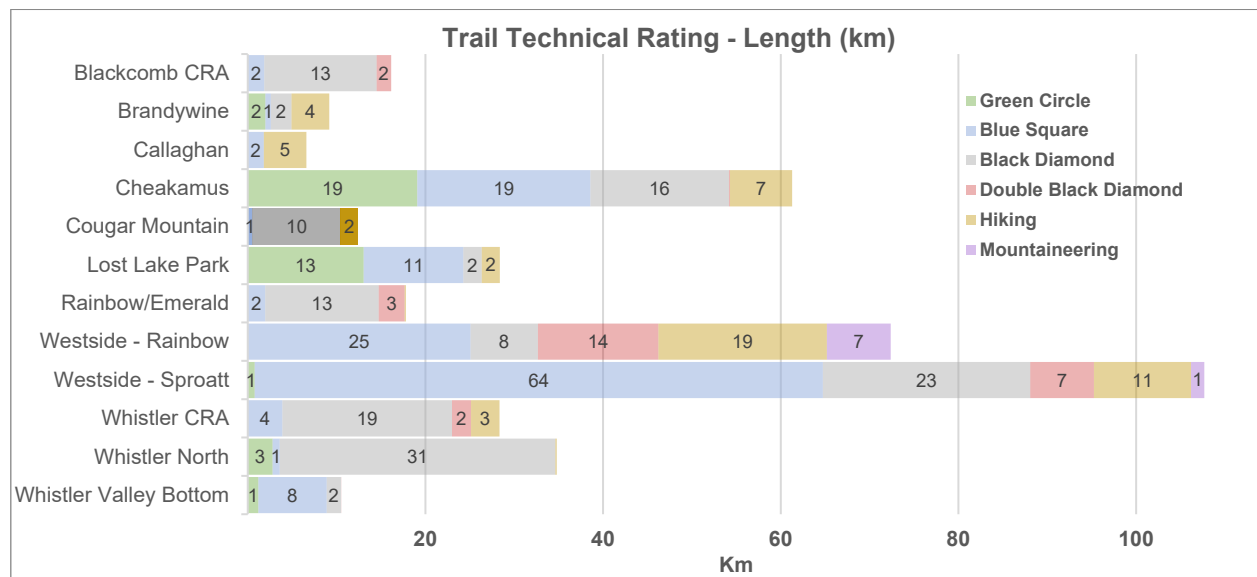


Figure 12: Technical difficulty of trails in Cougar Mountain by length (not including access)

2.4.9 Planned Trails

Cougar currently has no official trail additions considered or planned.

2.4.10 Access and Staging Areas

Access and staging were evaluated to assess the main access points and proximity of three kinds of staging areas.

Primary Access Points:

- “Whistler” Welcome Sign – Trials and hiking access
- Cougar Mountain Road / Sixteen Mile Creek FSR- primary access point for the network area

Designated Staging Areas

- No Designated Staging Areas

Informal Staging Areas

Table 11: Cougar Mountain informal staging areas

Parking Area #	Informal Staging Area	Description	Trail Network Area	Destinations and Key Trails	Overarching Land Manager	Comments	Connections	
							Valley Trail	Bus Transit
8	Ancient Cedars	Small gravel parking area	Cougar Mountain Westside Rainbow	Ancient Cedars Hiking trail Flank Trail North	RSTBC		No	No

Roadside Parking

Table 12: Cougar Mountain roadside parking

Parking Area #	Roadside Parking Area	Description	Trail Network Area	Destinations and Key Trails	Comments	Connections	
						Valley Trail	Bus Transit
27	Wedge	Multiple gravel areas adjacent to highway access	Whistler North Cougar Mountain	Kill Me Thrill Me Comfortably Numb Out There Parkhurst	Ministry of Transportation and Infrastructure and RSTBC. Pull out on highway 99 not permitted by MOTI	No	No
26	Cougar FSR/Hwy 99	Gravel area at start of FSR adjacent to Highway 99	Rainbow/Emerald Cougar Mountain Whistler North	Parkhurst Park Kill Me Thrill Me Azreal Shit Happens	Ministry of Transportation and Infrastructure Not approved by Ministry of Transportation and Infrastructure	No	No
40	Whistler Heli-Port/Welcome Sign-HWY 99	Small gravel parking area	Cougar Mountain Whistler North	North Kill Me Thrill Me Cougar Mountain trials moto area	Primarily used by trials motorcycle riders and hikers to access Cougar Mountain network Pull out on highway 99 not permitted by MOTI	No	No

2.4.11 Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Green trails

This area is MORE suitable for:

- Technical and challenging trails suitable for all user groups
- Hiking Only Trails
- Two-way trail connectivity to create larger loops and improve useability.
- Key connections to provide cross-area connectivity (e.g. Showh to North Flank)

2.4.12 Recommendations

Based on the area information and detailed background assessments (separate documents), the directions and recommendations for Cougar are:

- Manage as an area suitable for both non-motorized and trials moto use on appropriate trails.
- Discuss with 99 Trials the feasibility and willingness in authorizing trials network.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

2.5 Lost Lake Park (#5)

2.5.1 Overview

The Lost Lake network area (Lost Lake) is located in between Whistler and Blackcomb, at the base of Blackcomb Mountain, and it covers Lost Lake Park. To the west are the White Gold and Spruce Grove neighborhoods and to the south and east is the Fairmont Golf Course (Map 6). With its close proximity to Whistler Village, it is the busiest trail network in the study area.

Lost Lake features rolling terrain and predominately beginner and intermediate trails that are suitable for a range of ages groups and users including crushed gravel and narrower more technical singletrack. There are also sections of hiking only trail on the nature loop. Given the parks popularity with tourists, especially in the summer for lake access, it can be extremely busy with many different types of users.

Given the nature of the trails, it's also popular for mountain bike instruction courses, trail running and mountain bike events, and family use.

Land Use

- The majority of Lost Lake is municipal park.
- Fairmont Golf Course is the only private land within the area.

Map 5: Lost Lake Park Trail Network Area

(See next page)

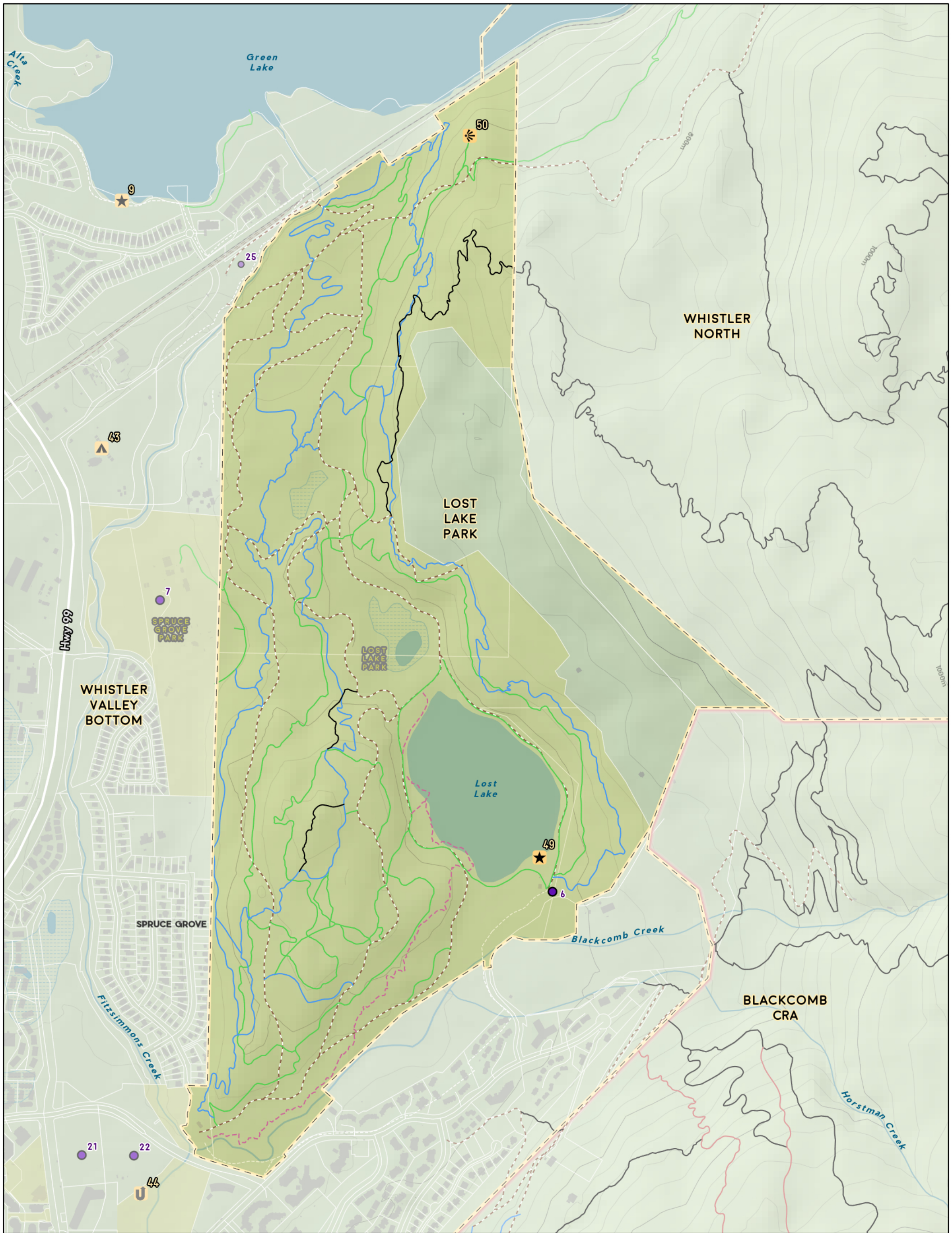
2.5.2 Environmental Attributes






















Biogeoclimatic Zones:

- **CWHms1** - Coastal Western Hemlock (Moist Submaritime)
Ecosystems with infrequent stand-initiating events

Environmental Features:

- Montane zone, containing Old, Mature and Young Forest ecosystems.
Some historical logging activity, along with a few areas disturbed by bark beetle and mite damage.
- Lost Lake is the primary waterbody, it is fed by Blackcomb Creek and it is connected to a series of wetlands to the north, and is an important Western toad breeding area
- Fitzsimmons Creek passes through the northwest corner of Lost Lake, before entering Green Lake.
- Contains areas with Sensitive Ecosystems, habitats, and wildlife.



	Network Area		Watercourse		Highway		Easy - Green Circle		Hiking Only		Skills Park
	Designated Staging Area		Wetland		Local Road		Moderate - Blue Square	Asset Inventory Points		Contour Interval	
	Informal Staging Area		Whistler Blackcomb CRA		Resource/Service Road		Difficult - Black Diamond		Campsite		100m
	Municipal Parks		Municipal Boundary	Trails			Expert - Double Black Diamond		Destination		20m
			Access				Viewpoint				

Environmental Management:

- Western Toad

2.5.3 Trails and Infrastructure

Lost Lake contains 51 trails over 40 km, including Nordic ski trails, and comprises seven percent of the total trails in the study area. The RMOW maintain 90% of trails in Lost Lake.

- Central location plays key role in use and accessibility.
- Provides important Green and Blue trails in a range of surfaces and widths, including wider Nordic trails, suitable for a range of users.
- The trails play important role in community and commercial events for mountain biking and trail running.
- Main trails play important role in active transportation and in providing access to the lake itself.

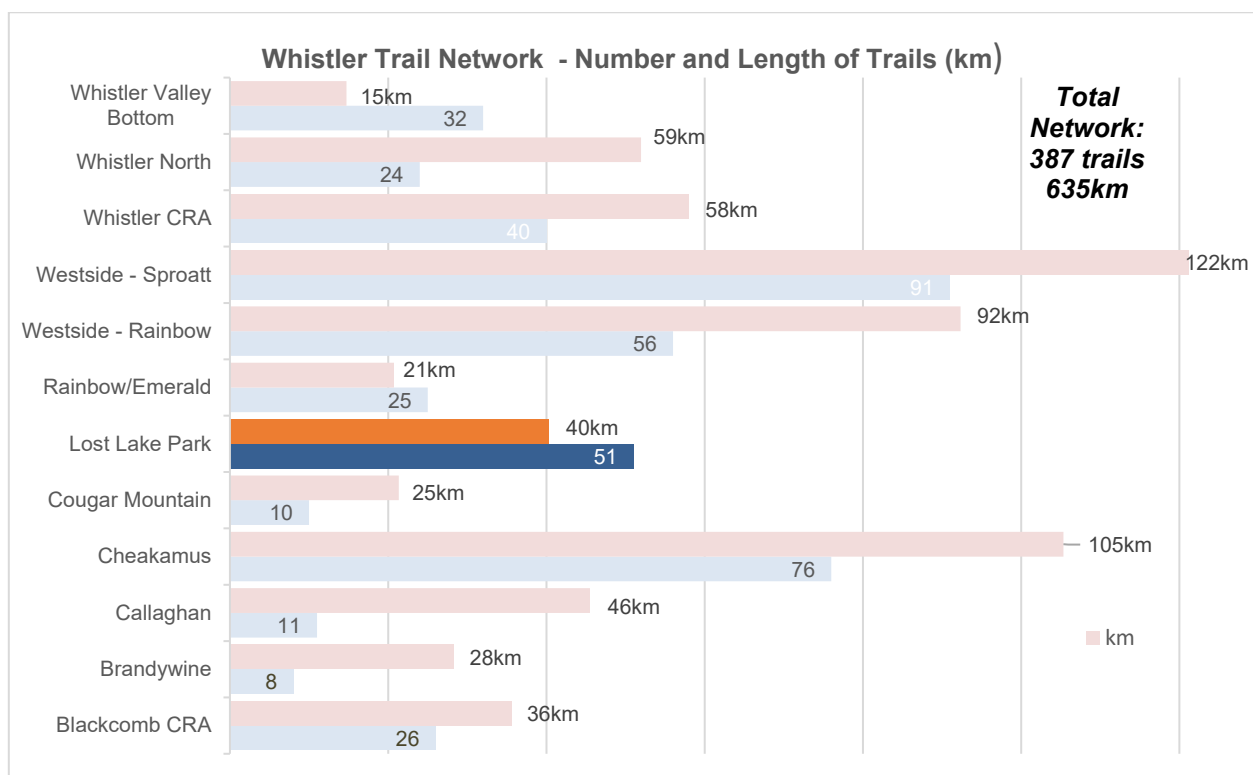


Figure 13: Total number and length of trails in Lost Lake (including access)

2.5.4 Trail Use Types

Lost Lake provides a network of easy and intermediate trails, close to Whistler Village, providing easy access for both locals and tourists. It is a popular destination for both trail users and non-trail users alike. The trails in Lost Lake are:

- 2 km Hiking only
- 1 km Mixed use
- 37 km Multi-use Non-Motorized

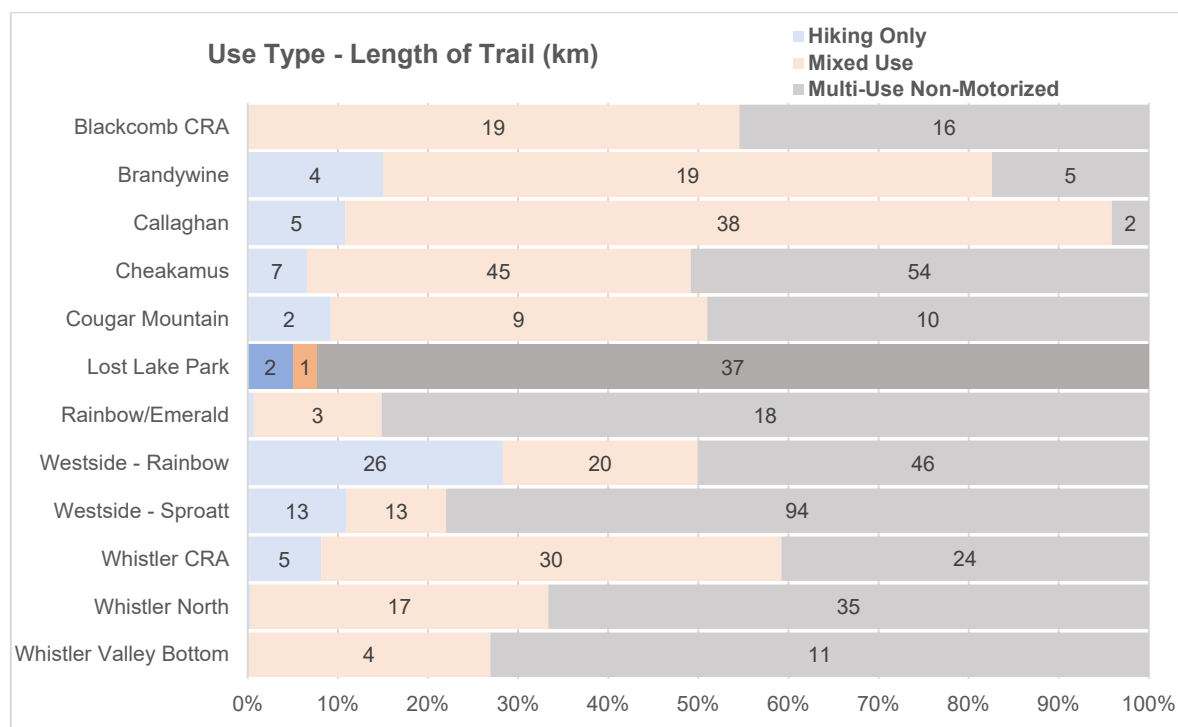


Figure 14: Trail length and use type in Lost Lake (including access)

2.5.5 Key Trails

Key Access Trails

- Donkey Puncher
- Lost Lake Loop
- Lost Lake Trail North
- Lost Lake Trail South
- Molly Hogan
- Old Mill Road
- Sea to Sky Trail

Prominent Trails

- Gandy Dancer
- Green Lake Trail
- Gypsy Drum
- Hooktender
- Jelly Roll Gumdrops
- Pinocchio's Alternate
- Tin Pants
- Tommy Moore

2.5.6 Key Destinations and Viewpoints

Table 13: Lost Lake key destinations and viewpoints

Name	Type	Map Label
Lost Lake Beach	Destination	49
Green Lake Lookout	Viewpoint	50

2.5.7 Trail Use Intensity and Density

Lost Lake is the second most highly used network area within the study area. Of the trails in Lost Lake, 96% are “High” intensity use trails. These trails form 23% of the total number of “High” intensity use trails within the whole study area. Lost Lake has the highest trail density in the study area, with 16km of trails per square kilometer.

2.5.8 Trail Difficulty Ratings

Lost Lake primarily accommodates beginner and intermediate users and sees high use levels throughout the year. Of the trails in Lost Lake,

- 46% are Green, for a total of 13 km.
- 40% are Blue, for a total of 11 km.
- 2 km are Black.
- 2 km are Hiking Only.

Lost Lake is categorized as being, “*Low Physicality - low elevations and high density of beginner trails with the proximity to the village and the ability to make routes of varying lengths and difficulty*”.

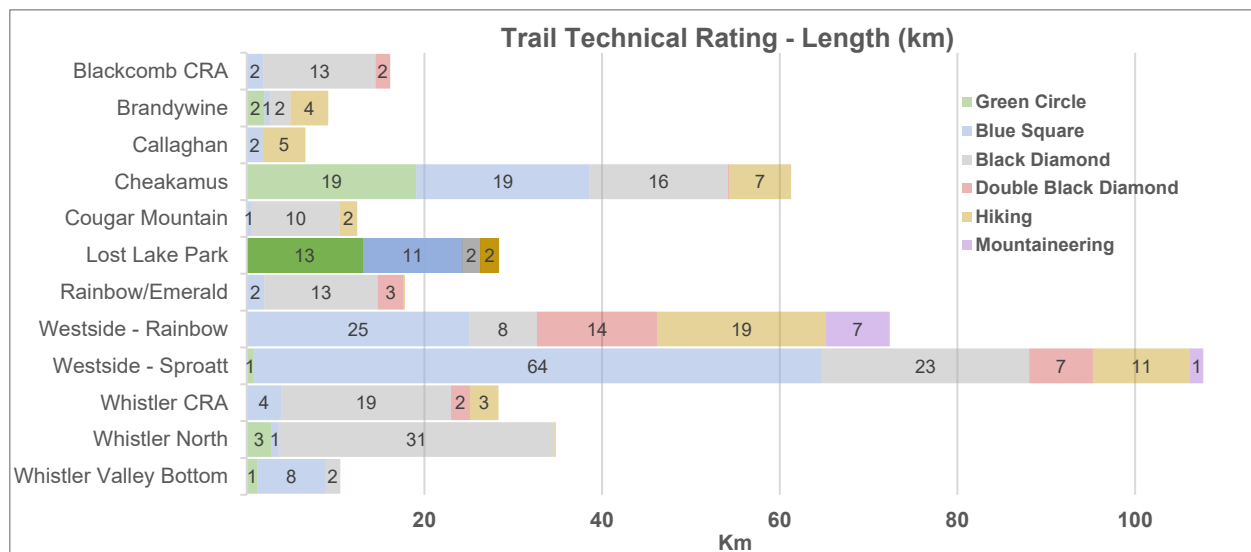


Figure 15: Technical difficulty of trails in Lost Lake by length (not including access)

2.5.9 Planned Trails

- Lost Lake has no trail additions currently under consideration or planned.

2.5.10 Access and Staging Areas

Access and staging were evaluated to assess the main access points and proximity of three kinds of staging areas.

Due to its proximity to the Whistler day parking lots and Village, the main access point for Lost Lake is in the southwest corner by Lorimer Road via the Valley Trail and Blackcomb Way Connector. Getting to LLP via active transportation is available from almost any direction including the Sea to Sky Trail from Wedge, The RMOW also provides a free shuttle service between the end of June and Labour Day to transport users from

the Day Lots to the Blackcomb Way entrance of Lost Lake Park, although this service cannot presently accommodate bikes. Other access points include Spruce Grove Park, Mons trail access point near Nicklaus North and via Blackcomb Way and the Valley Trail along Lost Lake Road.

Primary Access Points:

- Whistler Village - PassivHouse
- Spruce Grove Park
- Mons Road – Nicklaus North

Designated Staging Areas

Table 14: Lost Lake Park designated staging areas

Parking Area #	Name	Trail Network Area	Destination Trail	Land Manager Maintenance Responsibility	Comment	Connections	
						Valley Trail	Bus Transit
1, 5, 9, 20, 21, 22	Village Day Lots	Whistler Valley Bottom Whistler CRA Blackcomb CRA Lost Lake Park	Lost Lake Park Blackcomb CRA trails Valley Trail Sea to Sky Trail	Day Lot Operating Committee partnership maintenance responsibility	Used for Whistler Village, Whistler Blackcomb, Audain Museum, Squamish Lil'wat Cultural Centre, skateboard and mountain bike skills park area.	Yes	Yes
6	Lost Lake Park Beach Area	Whistler Valley Bottom Whistler North Blackcomb CRA Lost Lake Park	Lost Lake Park trails Whistler North trails Blackcomb CRA trails	RMOW	Also acts as beach park access. Summer restrictions in effect.	Yes	Yes
7	Spruce Grove Park	Whistler Valley Bottom Lost Lake Park	Lost Lake Park trails Valley Trail	RMOW	Lost Lake Park users, including baseball fields, community gardens, Waldorf School, Spruce Grove Field House facility, Valley Trail.	Yes	Yes
15	Day Lots - Upper	Blackcomb CRA Lost Lake Park	Blackcomb CRA trails and overflow for access to WB commercial trails	Day Lot Operating Committee partnership maintenance responsibility	Limited use	Yes	Yes

Informal Staging Areas

Table 15: Lost Lake Park informal staging areas

Parking Area #	Informal Staging Area	Description	Trail Network Area	Destinations and Key Trails	Overarching Land Manager	Comments	Connections	
							Valley Trail	Bus Transit
25	Lost Lake Mons Road	Large gravel parking area	Lost Lake Park Whistler North	Sea to Sky Trail Lost Lake Trails	Private	Parking area for Lost Lake Disc Golf course and Riverside Campground	Yes	No

Roadside Parking

Table 16: Lost Lake Park roadside parking

Parking Area #	Roadside Parking Area	Description	Trail Network Area	Destinations and Key Trails	Comments	Connections	
						Valley Trail	Bus Transit
47,48	Blackcomb Benchlands: Painted Cliff Spearhead Drive	Roadside Parking Area	Blackcomb CRA Lost Lake Park Whistler North	Lost Lake Yummy Numby Foreplay Comfortably Numb Dark Crystal Micro Climate Crazy Train Hey Bud	Various dispersed locations. All subject to municipal parking bylaws and enforcement.	Yes	Yes

2.5.11 Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trail development

This area is MORE suitable for:

- Pedestrian only trails
- Active transportation connections and amenities
- Refinements and adjustments to existing trails

2.5.12 Recommendations

Based on the area information and detailed background assessments (separate documents), the directions and recommendations for this area are:

- Maintain focus on Green, Blue and Pedestrian only trails.
- Promote and enhance active transportation use and opportunities.
- Given the high density of trails, consider refining or rerouting existing trails before building new ones.
- Increase trail maintenance and repairs to maintain experiences over time.

2.6 Rainbow & Emerald Neighbourhoods (#6)

2.6.1 Overview

The Rainbow & Emerald Neighbourhoods network area (REN) (Map 7) is located to the north of Green Lake and covers the Emerald Estates and Rainbow Neighborhoods. The network area is a mixture of private, municipal and Crown Land.

This area was affectionately dubbed the 'no-flow zone' decades ago, and its reputation of chunky, sharp rocks and roots with awkward spacing and technical singletrack has persisted through the years. It can be physically and mentally challenging for the most experienced users, and intermediate users can find it very hard and intimidating.

Emerald is generally a local's area and isn't overly popular with most tourists.

Land Use

- Emerald is primarily Crown land, but with significant private property parcels in and about the trail network.
- Cheakamus Community Forest operates within this area and has long-term fuel management activities planned.
- Potential future private property residential development on large remnant lots could impact trails in the area.

Map 6: Rainbow & Emerald Neighbourhood Trail Network Area

(See next page)

2.6.2 Environmental Attributes

Biogeoclimatic Zones:

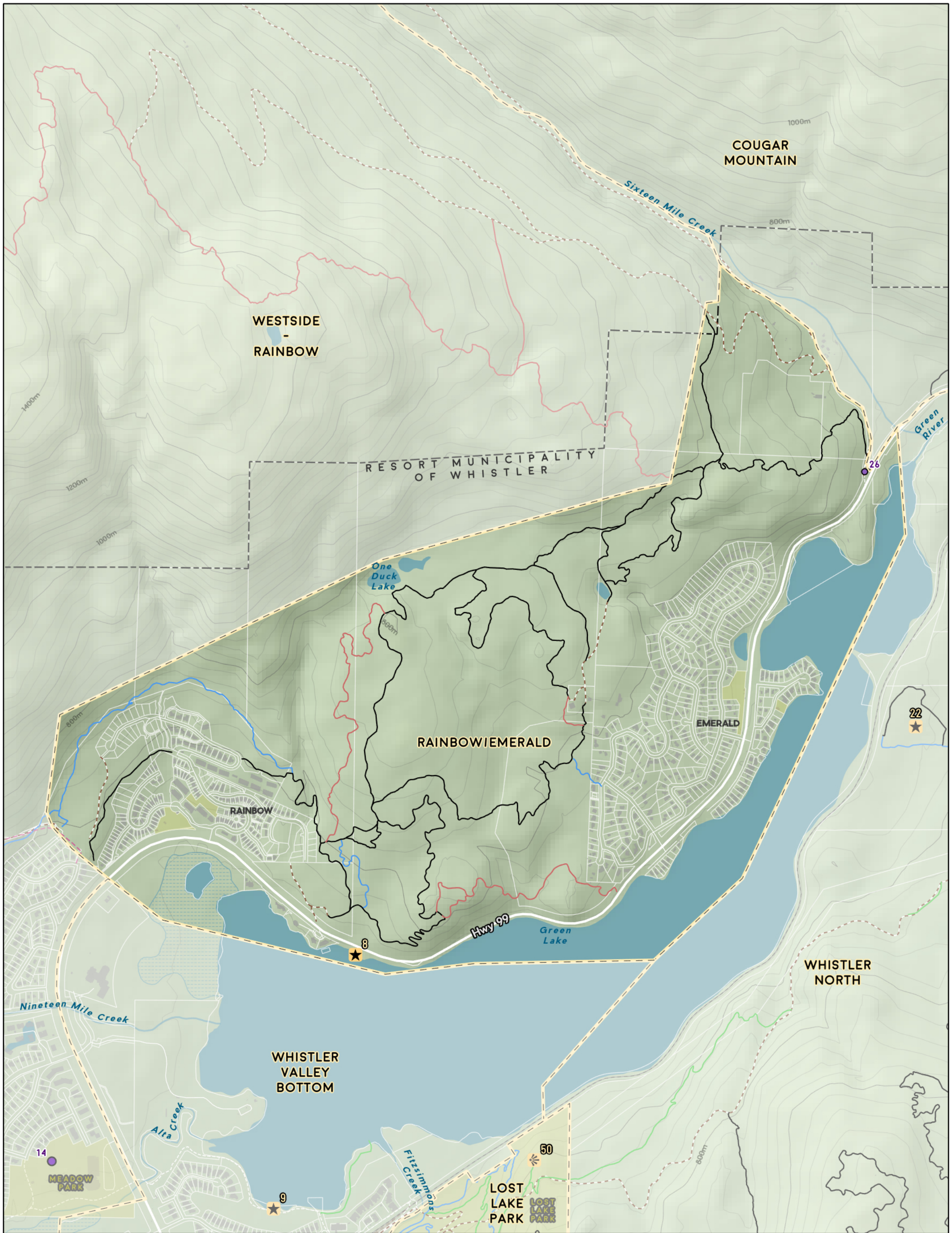
- **CWHms1** - Coastal Western Hemlock (Moist Submaritime)
Ecosystems with infrequent stand-initiating events

Environmental Features:

- Montane zone, containing Old, Mature and Young Forest ecosystems.
Some historical logging activity, along with a few areas disturbed by bark beetle and mite damage.
- One Duck Lake, and Green Lake to the south.

Environmental Management:

- n/a



- | | | | | |
|-------------------------|-----------------------|---------------------------|-------------------------------|-------------------------|
| Network Area | Wetland | Trails | Expert - Double Black Diamond | Contour Interval |
| Designated Staging Area | Municipal Boundary | Access | Hiking Only | 100m |
| Informal Staging Area | Highway | Easy - Green Circle | Asset Inventory Points | 20m |
| Municipal Parks | Local Road | Moderate - Blue Square | Destination | |
| Watercourse | Resource/Service Road | Difficult - Black Diamond | Viewpoint | |

GIS Cartographer: Oliver Chew
Date: 2023-10-05
CERG File #: 013-44-04
Projection: NAD 1983 UTM Zone 10N



Map 7: Rainbow/Emerald

2.6.3 Trails and Infrastructure

REN is north of Whistler Village bordering Green Lake on the south and the Westside - Rainbow Mountain trail network to the northwest. It contains 25 trails, with a length of 21km, and 90% of the trails are maintained by WORCA. Map 7 displays the key trails, destinations and viewpoints of Rainbow/Emerald.

- Primarily used as a neighbourhood trail use area.
- Known for highly challenging and technical trails filled with rocks, roots and technical slabs.
- Less suitable for lower skilled mountain bikers.
- Ongoing unsanctioned building creating additional density and potential neighbourhood impacts.

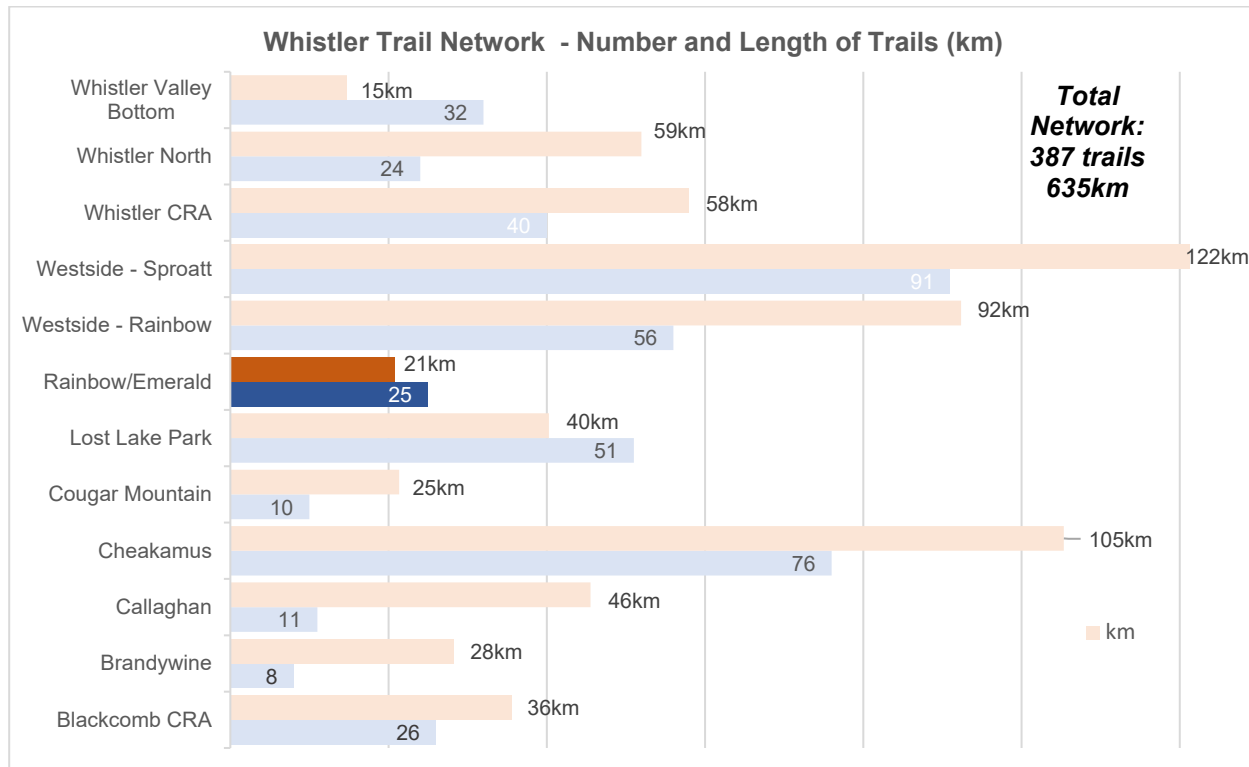


Figure 16: Total number and length of trails in REN (including access)

2.6.4 Trail Use Types

Emerald is primarily utilized by local residents for hiking and mountain biking, with some trials motorbike use. The trails in Emerald are:

- Less than 1 km of Hiking only
- 3 km of Mixed use
- 18 km of Multi-use Non-Motorized

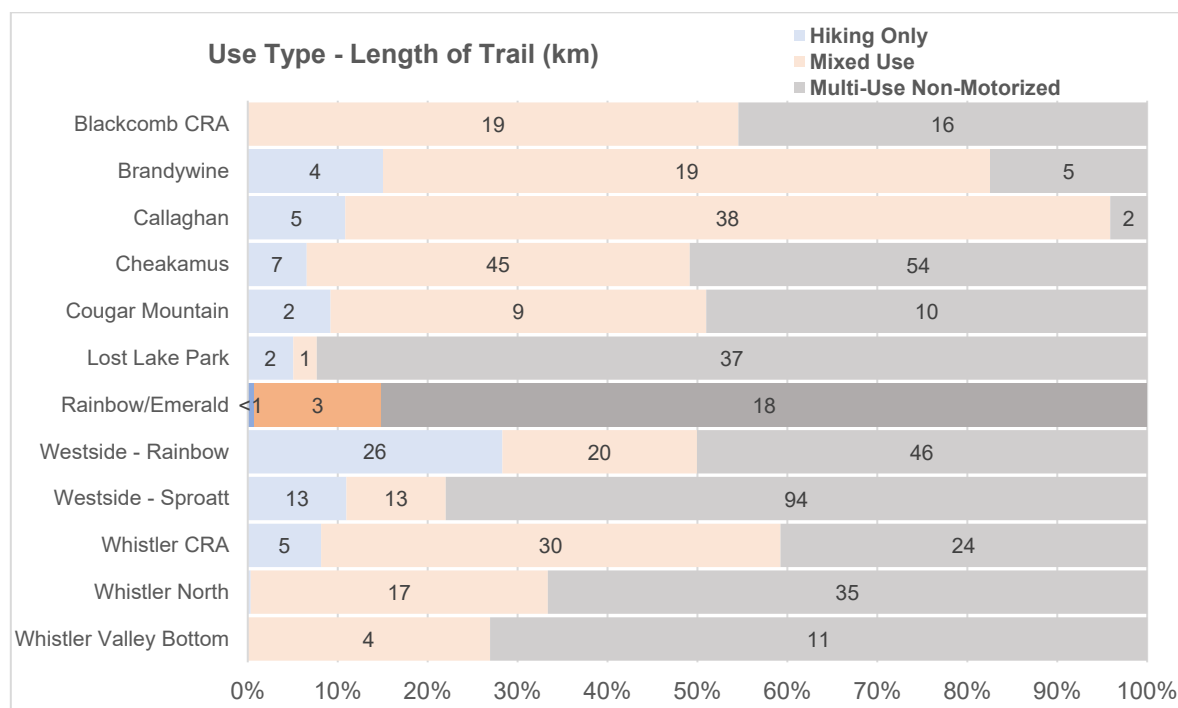


Figure 17: Trail length and use type in REN (including access)

2.6.5 Key Trails

Key Access Trails

- Shit Happens
- Section 102

Prominent Trails

- Big Kahuna
- Neighbour's Knoll

2.6.6 Key Destinations and Viewpoints

The majority of the trails in Emerald are found in an area known as the “No Flow Zone”. It contains a network of Black Diamond and Expert multi-use trails, which can be used to access One Duck Lake. Emerald also contains a viewpoint of Green Lake, on the south of Highway 99, however no trail use is required to access it.

Table 17: REN key destinations and viewpoints

Name	Type	Map Label
Green Lake Viewpoint	Destination	8
One Duck Lake	Destination	21

2.6.7 Trail Use Intensity and Density

This area sees frequent use by local residents and the trails see moderate levels of use. Some higher density is clustered nearer the Rainbow neighbourhood, likely a result of additional residential construction. The bluffy nature of the area makes trails feel further apart than they sometimes are.

2.6.8 Trail Difficulty Ratings

Features predominantly challenging technical singletrack trails that are generally utilized by local residents.

- 2 km of Blue
- 3 km of Double Black
- 13 km of Black
- <1 km of Hiking Only
- Categorized as being, “*Moderate Physicality – high technical difficulty and undulating elevations however but mainly low elevations, close proximity to access and options of short or longer loops.*”

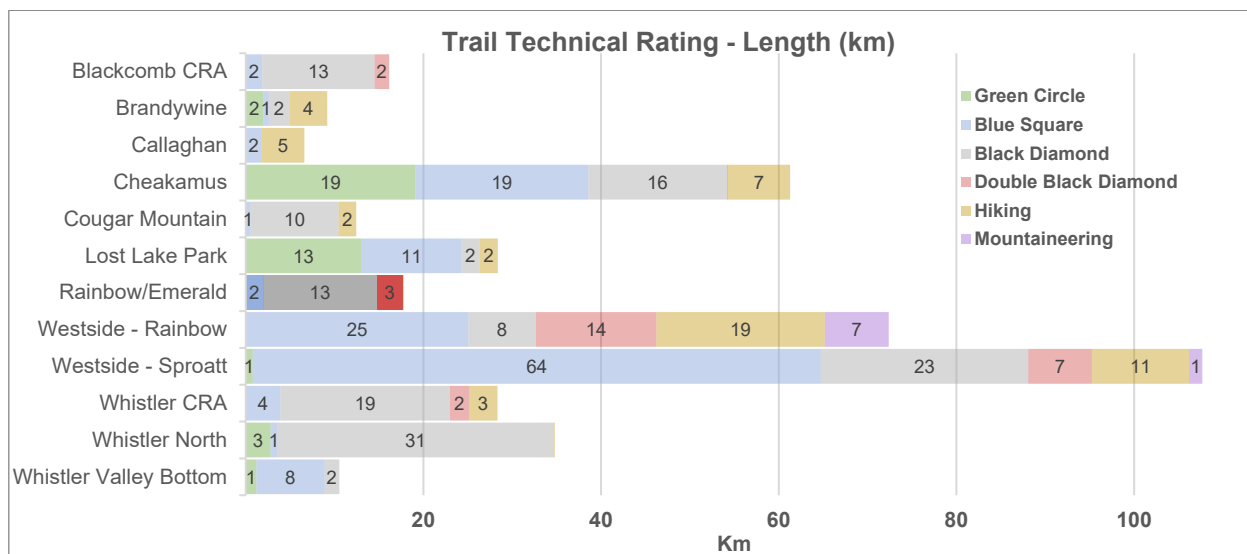


Figure 18: Technical difficulty of trails in Emerald by length (not including access)

2.6.9 Planned Trails

Rainbow / Emerald has no trail additions currently planned, although there has been talk in the past of a trail connecting the top of Delineator to the One Duck Lake area.

2.6.10 Access and Staging Areas

Access and staging were evaluated to assess the main access points and proximity of three kinds of staging areas.

There are multiple access points to the network area via both the Rainbow and Emerald Neighborhoods and also from the Alpine Meadows neighborhood. Access from 16 Mile Creek can also be used via Section 102 or Azreal.

Primary Access Points:

- Emerald Drive at Autumn Drive (Neighbours Knoll)
- Rainbow – Ski Jump Rise
- Sixteen Mile Creek FSR
- Alpine Meadows – Valley Drive

Designated Staging Areas

Table 18: REN designated staging areas

Name					Comment	Connections
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Parking Area #		Trail Network Area	Destination Trail	Land Manager Maintenance Responsibility		Valley Trail	Bus Transit
14	Meadow Park	Westside Rainbow Whistler Valley Bottom Rainbow/Emerald	Valley trail Skywalk trail	RMOW	Primarily serves the Sports Centre, fields, splash park, and the Valley trail. Also used for River of Golden Dreams access/egress	Yes	Yes

Informal Staging Areas

No Informal Staging Areas

Roadside Parking

Table 19: REN roadside parking

Parking Area #	Roadside Parking Area	Description	Trail Network Area	Destinations and Key Trails	Comments	Connections	
						Valley Trail	Bus Transit
51	Southbound direction of Green Lake Lookout	Highway roadside parking pull-out	Rainbow/Emerald	White Knuckles climb One Duck Lake trail	Pull out on highway 99 not permitted by MOTI	Yes	No-closest Rainbow / Emerald
26	Cougar FSR/Hwy 99	Gravel area at start of FSR adjacent to Highway 99	Rainbow/Emerald Cougar Mountain Whistler North	Parkhurst Park Kill Me Thrill Me Azreal Shit Happens	Ministry of Transportation and Infrastructure Not approved by Ministry of Transportation and Infrastructure	No	No

2.6.11 Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Green Circle (Easy) trails

This area is MORE suitable for:

- Potential connections to improve usability and provide loop options.
- Valley Trail connectivity for active transportation

2.6.12 Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

- Maintain character and nature of this area as focused on neighbourhood and community use.
- Carefully consider more Blue level connectivity without removing technical nature of the area
- Preserve overall low to moderate density.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

2.7 Westside - Rainbow Mountain (#7)

2.7.1 Overview

The Westside-Rainbow Mountain network area (Rainbow) encapsulates the southeast side of Rainbow Mountain, including its peak. Alta Lake Road passes through the southern part of the network area, which extends to the Alpine Meadows neighborhood and ends at Highway 99. The northeastern part of the area connects to the Showh Lakes and Ancient Cedars area of Cougar Mountain (Map 8).

This area's diverse trails include the ACC-Whistler (ACC-W) constructed and maintained Skywalk hiking trail network, and a range of steeper and more technical mountain bike primary descents leading to the valley where more Blue level trails are located. Rainbow is a well-connected network both internally and to adjacent areas.

Land Use

The majority of Rainbow is Crown Land, with the Alpine Meadows neighborhood comprising of many private parcels.

- 25% in Westside Rainbow
- Cheakamus Community Forest operates within this area and has long-term harvesting and fuel management activities planned.
- TAG operates out of Cougar Mountain and overlaps with the eastern portions of this area.
- Communications towers top of Alpine Way
- Potential future private property residential development on large remnant lots could impact trails in the area.
- Commercial guiding and event uses are not supported by the RMOW above the Flank Trail (Skywalk, Rainbows End).

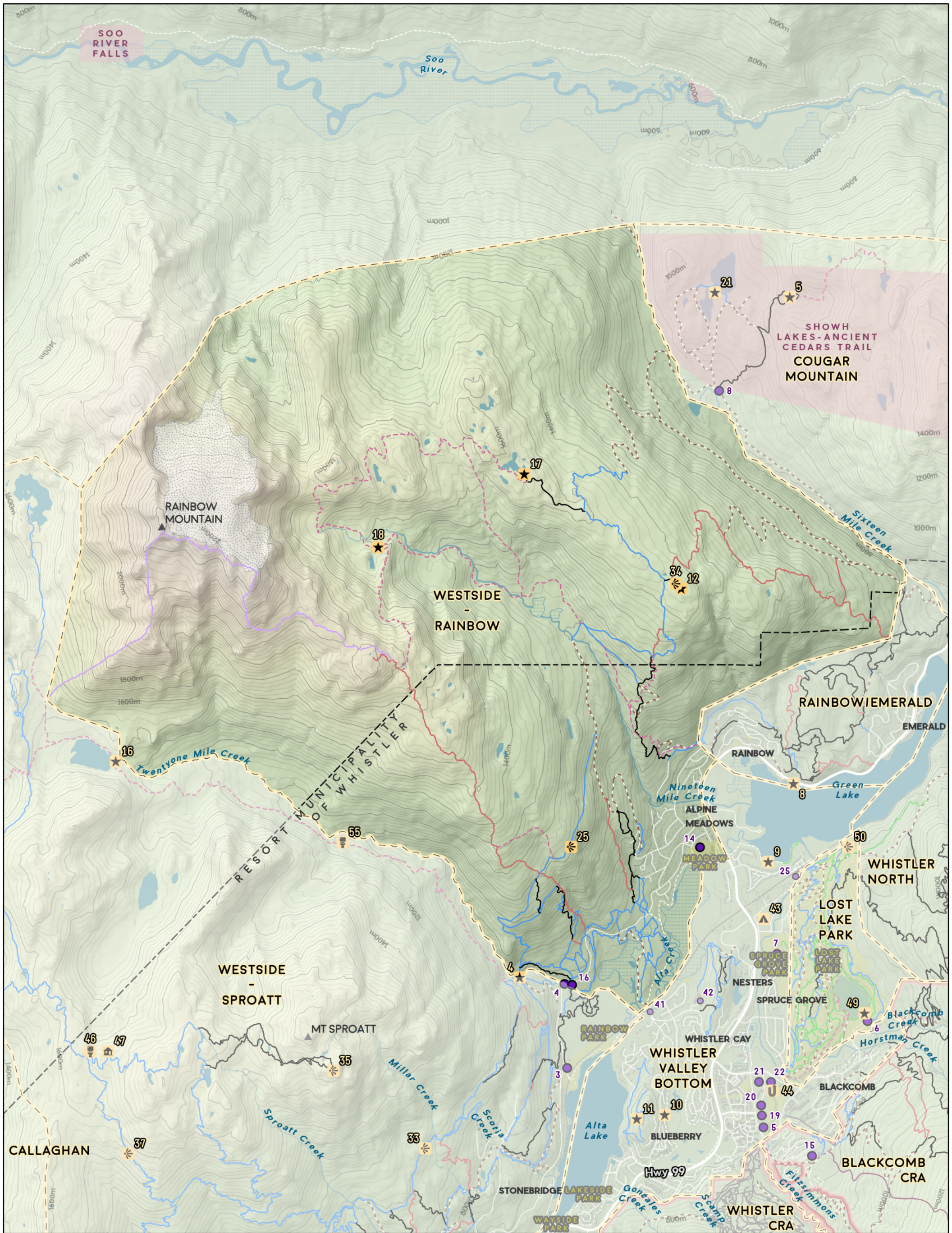
Map 7: Westside – Rainbow Mountain

(See next page)

2.7.2 Environmental Attributes

Biogeoclimatic Zones:

- **CMAunp** - Coastal Mountain-heather Alpine (Undifferentiated and Parkland)
Alpine Tundra and Subalpine Parkland ecosystems
- **CWHms1** - Coastal Western Hemlock (Moist Submaritime)
Ecosystems with infrequent stand-initiating events
- **MHmm2** - Mountain Hemlock (Moist Maritime)



Network Area	Wetland	Local Road	Moderate - Blue Square	Bike Park Trail	Viewpoint	Contour Interval 100m 20m
Designated Staging Area	Provincial Recreation Site	Resource/Service Road	Difficult - Black Diamond	Commercial Trail	Skills Park	
Informal Staging Area	Whistler Blackcomb CRA	Trails	Expert - Double Black Diamond	Asset Inventory Points	Outhouse	
Municipal Parks	Municipal Boundary	Access	Hiking Only	Campsite	Cabin	
Watercourse	Highway	Easy - Green Circle	Mountaineering	Destination		

Ecosystems with rare stand-initiating events

Environmental Features:

- Alpine, Subalpine, Old, Mature and Young Forest ecosystems
Historical extensive forestry activity below 1200 m, younger and denser second growth forested ecosystems prevalent.
Mature and old growth stands above ~1200 m to the sub-alpine.
- Sixteen Mile Creek is to the north of the network area. Nineteen Mile Creek is in the middle of the network area, and it drains into Green Lake. Twenty One Mile Creek drains into Alta Creek, which passes through a series of wetlands and small ponds.
- Screaming Cat Lake and Iceberg Lake
- Contains areas with Sensitive Ecosystems, habitats, and wildlife.
- Grizzly bear population is recovering in the region and this area has seen much of that activity.

Environmental Management:

- RMOW - Twenty-One Mile Creek Watershed: Source Water Protection Plan (SWPP)
- RMOW - Grizzly Bear-Human Conflict Mitigation Strategy (GBHCMS)
- Contains areas with Sensitive Ecosystems, habitats, and wildlife.
- 19-Mile Creek Community Watershed protection is critical for drinking water resources as per SWPP
- There is an ongoing need to monitor increasing presence of grizzly bear recovery, and ongoing implementation of the GBHCMS to effectively manage users and closures as necessary.
- An effective communication strategy has been implemented to address closures as related to weather and conditions, wildlife, and user etiquette on the alpine trail network, and it appears to be functioning well at this time.
- Alpine trail season and access constrained by yearly snowpack, melt rate and end of season weather, in addition to wildlife considerations as required.

2.7.3 Trails and Infrastructure

Rainbow contains the third highest number and length of trails within the study area. There are 56 trails, totalling 92km in length, 90% of which are maintained the ACC-W. The trails vary in use type and difficulty, and are mostly located at medium elevations, below the Flank Trail, as well as at higher elevations on the east side of Rainbow Mountain in the Nineteen Mile Creek watershed.

- Well connected both inside the area and to the wider valley network
- The Flank trail provides key connectivity from access to and within the area.
- Billy Epic and Howler are important trails for high intensity mountain bike events, and they are also suitable for wet weather riding.
- Lower elevation trails provide Blue level opportunities adjacent to Alta Lake Road and Valley Trail and Emerald Forest area which connects to Whistler's central village area.
- Diverse selection of trails including hiking only
- Mountain bike trails clustered close to Alpine Meadows
- Rainbow's End is a historic trials motorcycle trail also used by mountain bikers and hikers. Helicopter access charters were common for nearly 2 decades but were restricted by the Province of BC in 2019.
- Ongoing unsanctioned building creating additional density and neighbourhood impacts.
- Increasing popularity of 'peak bagging' in the region could see additional off trail impacts in the for people attempting Rainbow Mountain mountaineering routes.

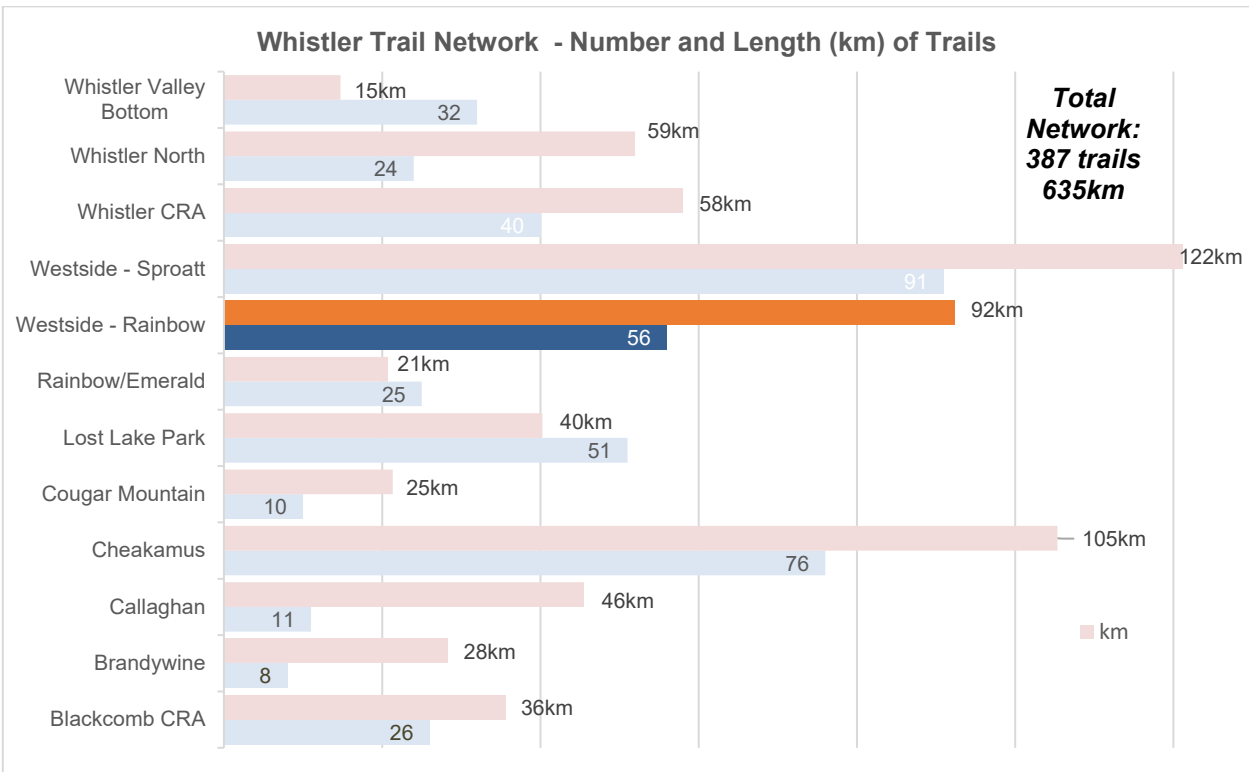


Figure 19: Total number and length of trails in Rainbow

2.7.4 Trail Use Types

- 26 km Hiking only
- 20 km Mixed use
- 46 km Multi-use Non-Motorized

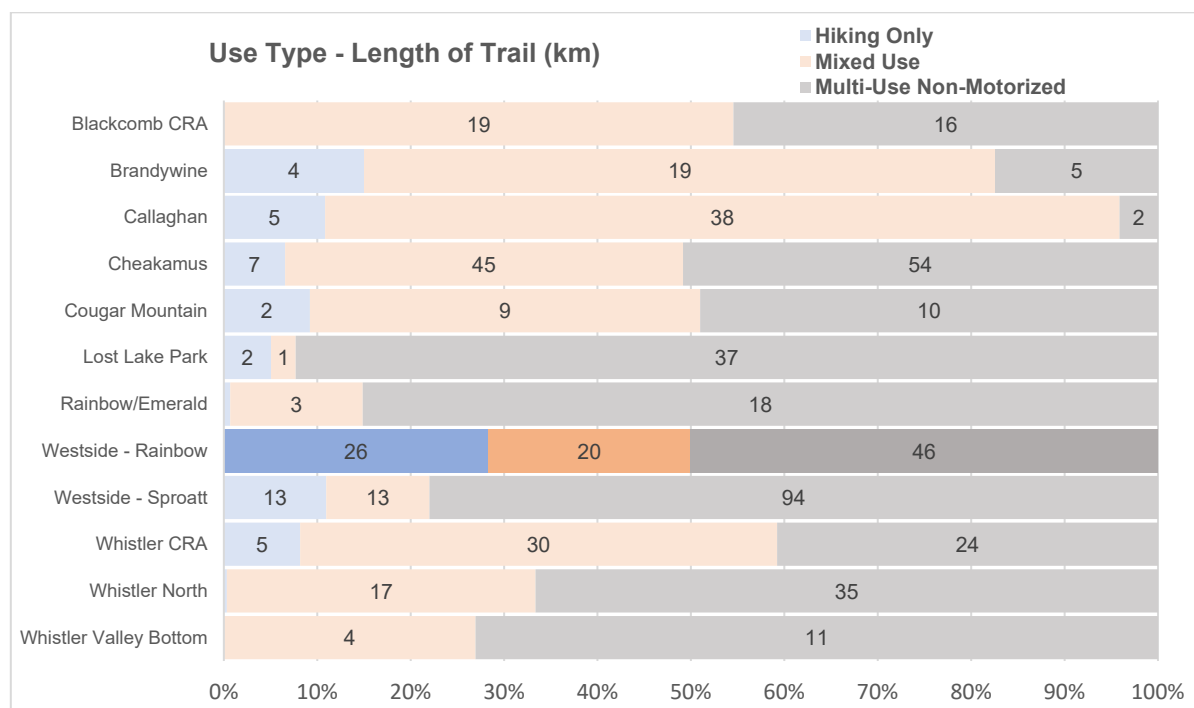


Figure 20: Trail length and use type in Rainbow (including access)

2.7.5 Key Trails

Key Access Trails

- Rainbow-Sproatt Flank North
- 19 Mile Creek
- Rick's Roost
- Twenty-Seven Switchbacks

Prominent Trails

- Cat Scratch Fever
- Mandatory Suicide
- Skywalk
- Kevin's Home Run
- Screaming Cat Lake
- Howler
- Billy Epic
- Rainbow Falls Loop
- Get Over It
- Cultured Climb

2.7.6 Key Destinations and Viewpoints

Rainbow contains the Skywalk trail, which is a hiking only trail accessing features in the Rainbow Mountain alpine such as Screaming Cat Lake, Iceberg Lake and Rainbow Glacier. The Skywalk Trail network is challenging and depending on snowpack, may only be accessible after late July. To complete the full route in one day is difficult, and most users do it as a multi-day trip.

At lower elevations, there are a range of popular mountain bike trails, such as Howler, Billy Epic and Green Monster, all of which are challenging trails. Emerald Forest, on the south of Alta Lake roads, contains easier

trails and is popular amongst hikers and beginner mountain bikers. The Rainbow Falls loop is located at the base of Rainbow Mountain and is a popular hiking destination, providing a relatively easy hike to view Rainbow Falls.

Table 20: Rainbow key destinations and viewpoints

Name	Type	Map Label
Screaming Cat Lake	Destination	17
Iceberg Lake	Destination	18
Flank Paraglider Launch	Viewpoint	25
Rainbow Falls	Destination	26
North Flank)	Viewpoint	34

2.7.7 Trail Use Intensity and Density

- Highest density of trails in immediate Alpine Way area adjacent to Alpine Meadows neighbourhood
- Lower density away from the developed area
- Area sees high intensity of use due to proximity to residential neighbourhood and diverse nature of the trails.

2.7.8 Trail Difficulty Ratings

There are a wide range of trails in Rainbow, from moderate Blue trails to Expert only Double Black Trails including,

- 25 km of Blue trails,
- 8 km of Black trails
- 14 km of Double Black trails.

Rainbow contains the longest length of both hiking only and mountaineering trails in the whole study area, and is categorized as being “*High Physicality – Significant elevation gains, lengths of the routes and technical difficulty.*”

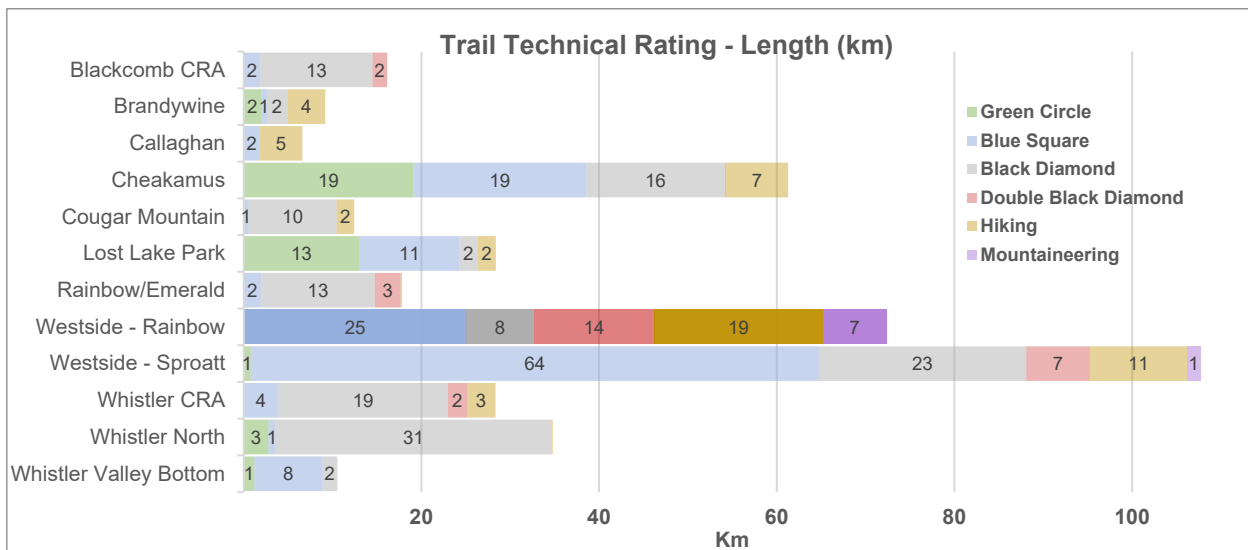


Figure 21: Technical difficulty of trails in Rainbow by length (not including access)

2.7.9 Planned Trails

- Cultured Climb Extension (Howler Contracting with support from WORCA, Section 57 submitted)

- Non-Motorized, More Difficult, Uphill Primary

2.7.10 Access and Staging Areas

Access and staging were evaluated to assess the main access points and proximity of three kinds of staging areas.

Rainbow encompasses trail access via the Alpine Meadows and Rainbow Neighborhoods, in addition to the Rainbow Trail trailhead staging area on Alta Lake Road.

Access points mostly located along Westside Road, with the Rainbow Lake Trailhead being the most well used in the southwest corner of the network area. Alternate access points area at the top of Alpine Drive and Mountain View Drive. Although much less used, the North Flank is also accessible from the 16 Mile Creek FSR.

Primary Access Points:

- Rainbow Falls / Lake Trail trailhead (Alta Lake Road)
- Alpine Way
- Mountain View Drive
- 16 Mile Creek (Ancient Cedars trailhead) to North Flank

Designated Staging Areas

Table 21: Rainbow designated staging areas

Parking Area #	Name	Trail Network Area	Destination Trail	Land Manager Maintenance Responsibility	Comment	Connections	
						Valley Trail	Bus Transit
3	Rainbow Park	Westside Sproatt Westside Rainbow	Into the Mystic/Lord of the Squirrels Rainbow Trail Valley Trail	RMOW	Primarily parking for Rainbow Park	Yes	Summer bus only
4 and 16	Rainbow Falls/Lake Trailhead	Westside Sproatt Westside Rainbow	Rainbow Falls and Lake trails, Westside Sproatt/Rainbow trail network areas A River Runs Through It trail.	RMOW	Also serves as no-cost overflow parking for Rainbow Park during summer park shuttle operating hours	No	No
14	Meadow Park	Westside Rainbow Whistler Valley Bottom Rainbow/Emerald	Westside Rainbow trail network area Valley trail Skywalk trail	RMOW	Primarily serves the Sports Centre, fields, splash park, and the Valley trail. Also used for River of Golden Dreams access/egress	Yes	Yes

Informal Staging Areas

Table 22: Rainbow informal staging areas

Parking Area #	Informal Staging Area	Description	Trail Network Area	Destinations and Key Trails	Overarching Land Manager	Comments	Connections	
							Valley Trail	Bus Transit
8	Ancient Cedars	Small gravel parking area	Cougar Mountain Westside Rainbow	Ancient Cedars Hiking trail Flank Trail North	RSTBC		No	No

Roadside Parking Areas

Table 23: Rainbow roadside parking areas

Parking Area #	Roadside Parking Area	Trail Network Area	Destinations and Key Trails	Description	Comments	Connections	
						Valley Trail	Bus Transit
41,42, and 43	Alpine Way Mountain View Drive Valley Drive	Westside-Rainbow	Skywalk Trail Network Howler Green Monster Billy Epic Zanarchy/Gargamel	Roadside Parking area	Most public parking takes place at the top of Mountainview Drive and Alpine Way, and to a lesser degree on Valley Drive. All subject to municipal parking bylaws and enforcement.	No	Yes

2.7.11 Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional mountain bike descent trails in the area adjacent to Alpine Meadows
- Green trails

This area is MORE suitable for:

- Designated Staging Area
- Mixed trail rating development such as intermediate trails with advanced options
- Mountain bike climbing trail connectivity to improve useability.
- Key connections to provide cross area connectivity.

2.7.12 Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

- Continue to monitor grizzly bear recovery and use in the alpine area.
- Establish an appropriate staging area to support Rainbow and Skywalk network use.
- Explore shuttle to Skywalk trailhead.
- Explore potential trail connectivity to the Valley Trail and adjacent Network Areas where appropriate.

2.8 Westside-Sproatt (#8)

2.8.1 Overview

The Westside–Sproatt area (Sproatt) is contained by Alta Lake Road and Highway 99 on the south, Callaghan Valley in the West, Beverley Lake and 21 Mile Creek along the northeastern boundary and is accessed by multiple locations along municipal and forest service roads (Map 9).

Sproatt features many of Whistler's well known historic and most popular technical mountain biking and hiking trails and provides backcountry access to popular alpine destinations and trails which embody much of the Whistler trail experience.

Land Use

- Contains 30% of Crown land trails in and around Whistler (> 100 km)
- Twenty-One Mile Creek Watershed is Whistler's primary surface water collection area, and critical to protect from recreation related impacts.
- Stonebridge residential development is located within this area and has dedicated rights of way for trails on their property.
- Cheakamus Community Forest operates within this area and has long-term harvesting and fuel management activities planned.
- Crown Land tenure holders in the Sproatt area include,

Whistler Olympic Park – Primarily valley bottom area within their tenure.

Canadian Wilderness Adventures - CWA's operations extend from its valley base area adjacent to Callaghan Creek, to the alpine/sub-alpine of Mount Sproatt, and includes both motorized and non-motorized recreation.

Blackcomb Helicopters - Tenured helicopter-based activities in the Beverley Lake area.

- New commercial guiding, or event uses, are not supported by the RMOW above the Flank Trail.

Map 8: Westside – Sproatt Trail Network Area

(See next page)

2.8.2 Environmental Attributes

Biogeoclimatic Zones:

- **CMAunp** - Coastal Mountain-heather Alpine (Undifferentiated and Parkland)
Alpine Tundra and Subalpine Parkland ecosystems
- **CWHms1** - Coastal Western Hemlock (Moist Submaritime)
Ecosystems with infrequent stand-initiating events
- **MHmm2** - Mountain Hemlock (Moist Maritime)
Ecosystems with rare stand-initiating events

Environmental Features:



Network Area	Wetland	Local Road	Moderate - Blue Square	Bike Park Trail	Viewpoint	Contour Interval
Designated Staging Area	Provincial Recreation Site	Resource/Service Road	Difficult - Black Diamond	Commercial Trail	Skills Park	
Informal Staging Area	Whistler Blackcomb CRA	Trails	Expert - Double Black Diamond	Asset Inventory Points	Outhouse	100m
Municipal Parks	Municipal Boundary		Hiking Only		Cabin	20m
Watercourse	Highway	Access	Mountaineering	Campsite		
		Easy - Green Circle		Destination		

- Alpine, Subalpine, Old, Mature and Young Forest ecosystems
Historical extensive forestry activity below 1200 m, younger and denser second growth forested ecosystems prevalent.
Mature and old growth stands above ~ 1200 m to the sub-alpine.
- Major water courses include 19 Mile Creek, Rainbow Lake, Hanging Lake, Vanwest Creek, Sproatt Creek.
- Grizzly bear population is actively recovering in the region and this area has seen much of that activity as primarily fall foraging, increasing use downslope towards the developed portion of Whistler valley.

Environmental Management:

- RMOW - Twenty-One Mile Creek Watershed: Source Water Protection Plan (SWPP)
- RMOW - Grizzly Bear-Human Conflict Mitigation Strategy (GBHCMS)
- Contains areas with Sensitive Ecosystems, habitats, and wildlife.
- Ongoing need to monitor grizzly bear activity, including ongoing implementation of the GBHCMS to effectively manage users and closures as necessary.
- E-bikes and dogs not permitted above the Flank trail to protect community watershed and wildlife as noted in SWPP and GBHCMS.
- Alpine network actively patrolled by municipal RMOW Alpine Rangers during season to educate users, administer closures and rules, update information boards, provide support and complete basic trail maintenance activities.
- An effective communication strategy has been implemented to implement closures or communications as related to weather and conditions, wildlife, and user etiquette on the alpine trail network, which appears to be functioning well at this time.
- Alpine trail season and access constrained by yearly snowpack, melt rate and end of season weather, in addition to wildlife considerations as required.

2.8.3 Trails and Infrastructure

Sproatt is Whistler's largest trail area and given its central location in the valley makes it accessible to a wide range of residents and visitors from a number of areas in the valley. The area features hiking only trail options including the Rainbow Lake Trail, and the Sproatt East hiking route. Other non-motorized trails provide a diversity of experiences and recent trail development has focused on improving Blue level experiences that also appeal to advanced mountain bikers. Into the Mystic, Lord of the Squirrels (LOTS), Chipmunk Rebellion, the Desert Platter, and upgrades to A Cut Above have made this area much more useable mountain bike network for a broader range of skill sets. The singletrack mountain bike climbing options on Sproatt have enhanced the user experience and improved the connectivity of the network.

The area also features many of the advanced and expert level mountain bike trails which Whistler is renowned for, including a number of unauthorized trails featuring steep rock slabs and technical rock and root filled descents.

Trials moto is a historical use on some of the trails within this area, including access to the alpine, although much of the regular use seems to have been displaced by increasing hiking and mountain bike users to other areas that are less suitable for mountain biking.

The network is generally well connected to adjacent areas, and within the network which provides many options to link different trails and climbs to create loops.

- Whistler's largest trail area (Figure 29)
91 trails representing 20% of network by total number of trails.
122 km of or 26% of network by total length.

- Majority of trails in the lower elevation areas adjacent to the Whistler valley and it's residential areas. The sub-alpine and alpine areas feature fewer trails, although they are cover more distance (Map 9).
- Provides diversity of difficulties and use types including Hiking Only.
- Well connected both inside the area and to the wider valley network
- Unauthorized trail construction increasingly taking place in areas planned for Authorized trails. Delays in Authorization process leading to situations where unaffiliated and unsanctioned trail construction begins prior to approvals and impacts planned activities.
- Increasing popularity of 'peak bagging' in the region could see additional off trail impacts in the Rainbow Lake to Beverley Lake areas for people attempting Rainbow Mountain mountaineering routes.

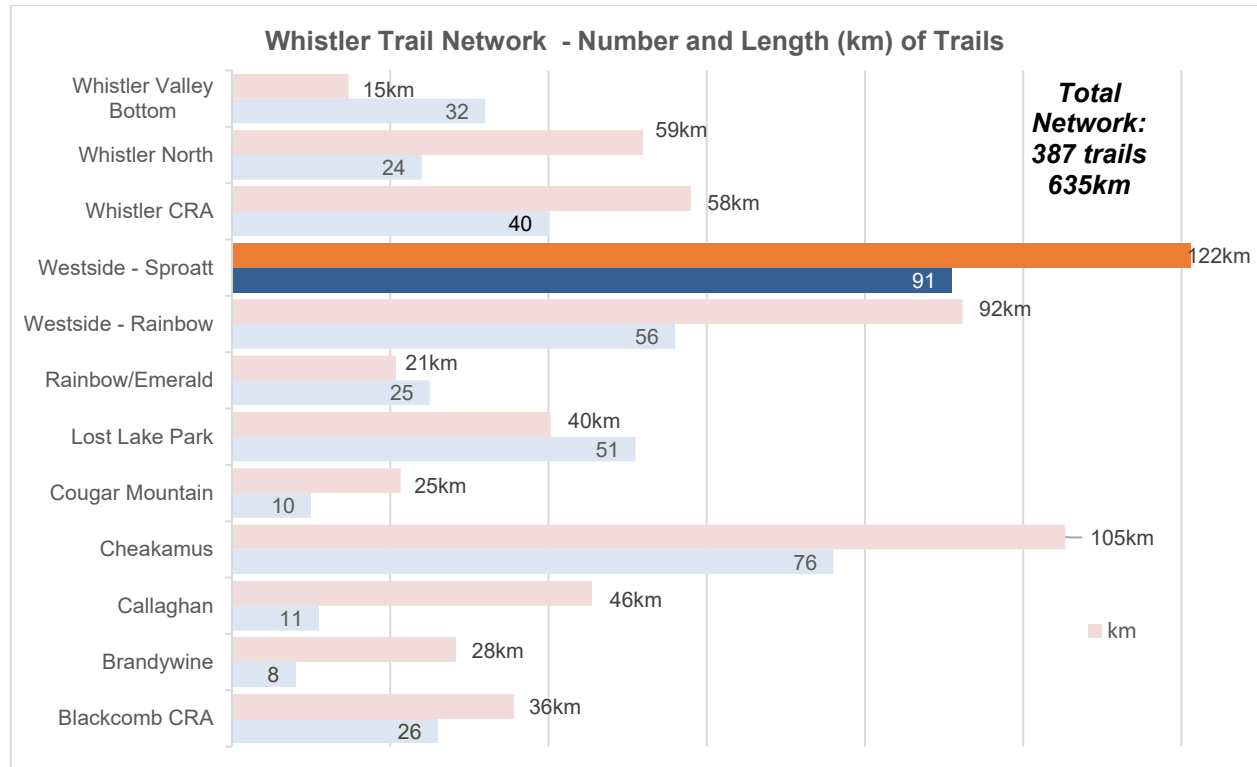


Figure 22: Total number and length of trails in Sproatt (including access)

2.8.4 Trail Use Types

Sproatt sees extensive use by a wide range of users and provides mixed level trail options primarily in the Intermediate through expert range.

- Trials motorcycle riders were responsible for creating many of Whistler's first trails in the Sproatt area. They continue to use these historic trails, in addition to some of the other newer trails in this area, although the newer ones have not necessarily been constructed for that use.;
- Provides several exceptional long-distance hiking trails which start in the valley and connect to alpine destinations.
- The lower elevation network provides a wide range of trail styles and difficulties which appeal to a broad range of users.
- More recent focus has been on providing more connected Intermediate trail options from Lord of the Squirrels to the Lower Sproatt area.
- Purpose built mountain bike climbing (Hot Dog Alley/Scotia Nova, Desert Platter, Dirty Beasts, Sirloin, Into the Mystic) and dual-direction trails (Industrial Waste, A Cut Above) provide well considered access from the valley bottom up into the network, although some gaps remain (Leftovers).

- Provides multi-use, and particularly mountain biking, alpine trail experiences which are limited in the Whistler area.

Trials moto is appropriate on historically used trails although new authorized trail development is focused on non-motorized uses that are not appropriate for trials moto use.

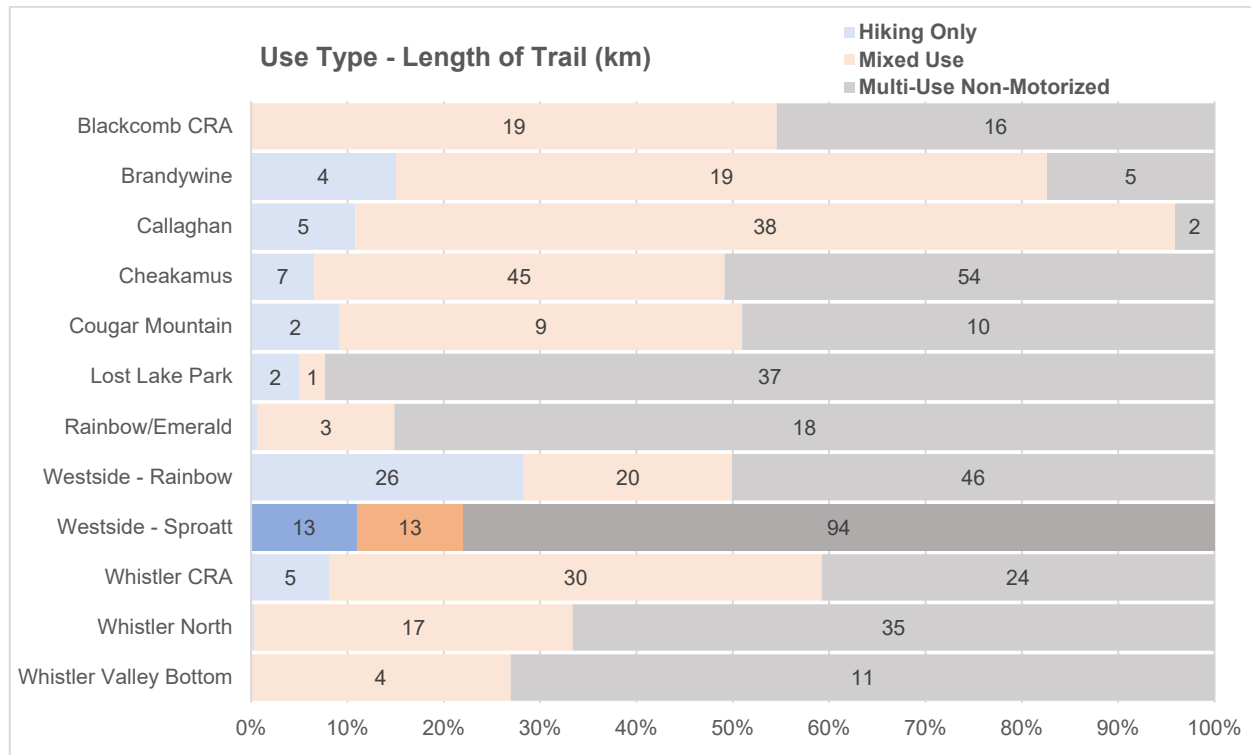


Figure 23: Trail length and use type in Sproatt (including access)

2.8.5 Key Trails

Key Access Trails

- Rainbow-Sproatt Flank
- Into the Mystic
- Piece Of Cake
- A La Mode
- Salted Caramel
- Whipped Cream
- Cherry On Top
- Sirloin

Prominent Trails

- Butterflies and Flowers
- Chipmunk Rebellion
- Darwin's
- Don't Look Back
- Happy Hour

- Industrial Waste
- Lord of the Squirrels
- The Trilogy (Rockwork Orange, Korova Milkbar, Wizard Burial Ground)
- Pot Of Gold
- Rock Rabbit
- Rush Hour
- Three Birds
- With A Twist
- Working Class
- Cheap Thrills
- High Society
- Pura Vida
- Unicorn Petting Zoo
- Danimal (South, Middle, North)
- Beaver Pass
- A Cut Above

2.8.6 Key Destinations and Viewpoints

Table 24: Sproatt key destinations and viewpoints

Name	Type	Map Label
Sproatt Ranger Cabin	Amenity	47
Urine Diversion Toilet	Amenity	46
Rainbow Falls	Destination	4
Happy Hour Valley Overlook	Viewpoint	35
Rainbow Lake,	Destination	16
Hanging Lake Campground	Destination	39
Into the Mystic Canyon/Black Tusk View Platform	Viewpoint	36
Mid-Flank Viewpoint	Viewpoint	33

2.8.7 Trail Use Intensity and Density

- One of Whistler's most intensely used areas.
Contains 28% of Whistler's high intensity use trails.
Vast majority of trails in this area see high use.
- Approximately ten trails fall in the moderate use category.
- Only four trails fall in the low or "Little to no Use" categories.
- When open, Sproatt alpine destination trails of Into the Mystic, Lord of the Squirrels, Rainbow Lake are very popular with residents and visitors.
- High density of trails in this area located in the central-southern portion on both sides of Sproatt Creek from Alta Lake Road to the Flank Trail, closest to residential areas and many are beginning to come into close proximity to one another.
- Significant amounts of both authorized and unauthorized trail construction.
- Outside of Sproatt Creek core area, the trails become much less dense and more spread out. High density of trails and intensity of use within a relatively small area can lead to perceptions of crowding or busyness, and potentially cause negative impacts on environmental values.

2.8.8 Trail Difficulty Ratings

While historically an area with an overabundance of advanced and expert level Multi-Use Non-Motorized trails, Sproatt has become more balanced with a range of trail offerings that suit intermediate skill levels, but still positively engage more users.

- No substantial easier level trails in this area with one Green trail from Function Junction to Alta Lake Road, the Millar Creek Trail.
- Highest number of Blue trail in Whistler, largely comprised of the Sproatt alpine trail network and related LOTS and Chipmunk Rebellion descent – 68 km
- Second most Hiking Only trails by length – 11 km
- Most number of Black Diamond trails – 22 trails
- Most number of Double Black Diamond – 10 trails
- Most amount of Double Black Diamond trail by length - 13 km
- Categorized as being, “*High Physicality – Significant elevation gains, lengths of the routes and technical difficulty.*”, based on a qualitative assessment of terrain and difficulty rating.

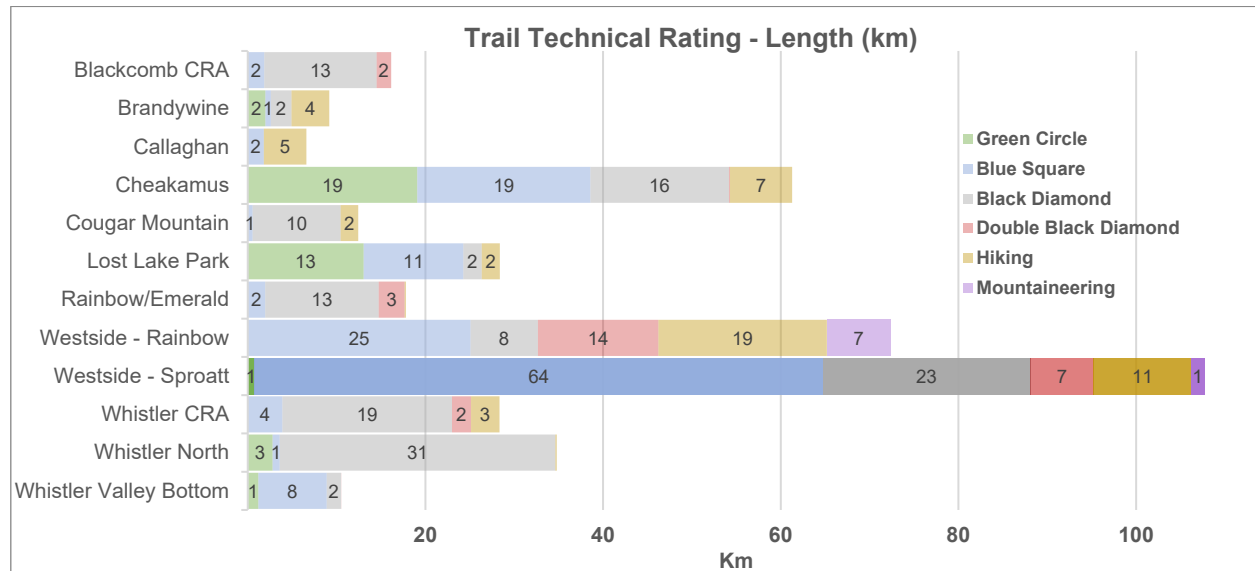


Figure 24: Technical difficulty of trails in Sproatt by length (not including access)

2.8.9 Planned Trails

Sproatt has had several trail additions considered, planned, and/or partially planned over the preceding years.

The Beaver Pond re-route and mountain bike climbing trail considerations for Leftovers and Sirloin all plan for improved connectivity within the area and to the destination Sproatt alpine network, while addressing issues such as private property trespass by considering alternate trail routing and locations. The remainder of the planned trails are the result of previous Sproatt alpine network planning and authorization activities seeking to build on that existing infrastructure to provide additional value and enhance connectivity, access, and opportunities to disperse users.

- Mystic-Function Descent (WORCA, Section 57 being processed)
 - More/Most Difficult, descent primary
- Beaver Pond eastern re-route to connect to Scotia Nova (Stonebridge/Howler, Section 57 application in progress).
 - More Difficult, two-way
- Leftovers climb, Into the Mystic lower extension (RMOW, planned)
 - More Difficult, uphill primary
- Sproatt Black Descent (WORCA, planned)
 - Most Difficult, descent only
- Beverley Lake (RMOW, planned, Authorized:REC16185))

- More Difficult, two-way
 - *Deferred for SWPP and GBHCS concerns.*
- Rainbow Lake – Rainbow's End/Skywalk (RMOW, planned)
 - More Difficult, two-way
 - *Deferred for SWPP and GBHCS concerns.*
- Sirloin Alternative Climb in Stonebridge Park area to avoid existing private property (RMOW, flagged route and communication)

2.8.10 Access and Staging Areas

Access and staging were evaluated to assess the main access points and proximity of three kinds of staging areas.

Given this area's heavy use by both residents and visitors given the popularity of the lower elevation networks trails, and the destination use of the Sproatt alpine network and Rainbow Trail, it is accessed from a variety of locations and means.

When accessing the Sproatt alpine network, or lower elevation trails in Sproatt, many users prefer to start their activities as close to, and at the highest possible elevation, the Flank Trail and Into the Mystic, from Stonebridge Drive or the Nita Lake Estates neighbourhoods.

Expanded two-way and mountain bike climbing trail access in the area has improved "ride to ride" connectivity from main access points, reducing need for resident car access and staging requirements.

Designated staging is provided at the WIF, Rainbow Park, and Rainbow Falls / Lake trailhead, although notable gaps do exist and prevalent roadside parking has created crowding and safety issues in many places along Alta Lake Road, particularly the Nita Lake Estates and Stonebridge area.

Primary Access Points:

- Function Junction – Rainbow-Flank Trail (South Flank)
- Alta Lake Road – Lower Sproatt (Yellow gate)
- Stonebridge Drive
- Scotia Creek
- Rainbow Park (3)
- Rainbow Lake Trailhead
- Multiple trail access points along Alta Lake Road

Designated Staging Areas

The Lower Sproatt access point lacks a designated or informal (+amenities) staging area to support one of the most popular and intensely used areas in Whistler's trail network.

Table 25: Sproatt designated staging areas

Parking Area #	Approximate Capacity	Name	Destination Trail	Land Manager Maintenance Responsibility	Comment	Connections	
						Valley Trail	Bus Transit
2	29	Whistler Interpretive Forest (WIF)	Valley trail Sea to Sky trail Flank Trail from Function WIF trails	RMOW maintenance responsibility through license agreement with RSTBC		Yes	Yes
3	91	Rainbow Park	Into the Mystic/Lord of the Squirrels Rainbow Trail Valley Trail	RMOW	Primarily parking for Rainbow Park	Yes	Summer bus only
4 and 16	89	Rainbow Falls/Lake Trailhead	Rainbow Falls and Lake trails, Westside Sproatt/Rainbow trail network areas A River Runs Through It trail.	RMOW	Also serves as no-cost overflow parking for Rainbow Park during summer park shuttle operating hours	No	No

Informal Staging Areas

No informal staging areas provide access to Sproatt.

Roadside Parking

50% of areas identified as roadside parking in the Alta Lake road are used to access Sproatt trails. The area surrounding Nita Lake Estates and the bottom of Kadenwood Drive sees available roadside locations frequently filled to capacity by recreation trail users, especially during the summer season and on weekends. This use causes ongoing negative impacts to adjacent residential areas and fuels resident frustrations and conflict, in addition to creating road safety hazards.

Table 26: Sproatt roadside parking

Parking Area #	Roadside Parking Area	Description	Destinations and Key Trails	Comments	Connections	
					Valley Trail	Bus Transit
44 and 45	Stonebridge Drive Stonebridge Place	Roadside Parking Area	Cheap Thrills Legalize it High Society Working Class Pura Vida Rockwork Orange-Korova Milk Bar-Wizard Burial Ground Danimal	Most public parking takes place at the top of Stonebridge Place and the bottom of Stonebridge Drive with some moderate levels near Beaver Pond/Danimal North on Stonebridge Drive. All subject to municipal parking bylaws and enforcement.	No	No
46, 47, 49, 50, 51	Alta Lake Road: Nita Lake Estates Scotia Creek Westside CN Rail Crossing	Roadside Parking Area	Lower Sproatt/Piece of Cake Industrial Waste Three Birds ACDC Desert Platter Beaver Pond Danimal	Various locations between Nita Lake Estates and Rainbow Park Concentrated use adjacent to Nita Lake Estates. All subject to municipal parking bylaws and enforcement.	Yes	No

2.8.11 Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional mountain bike descent trails in the core Lower Sproatt area below the Flank Trail between Industrial Disease and Rainbow Lake Trail.
- Green trails

This area is MORE suitable for:

- Staging Area for core Sproatt access.
- Mountain bike climbing trail connectivity to improve experience, useability and connectivity.

- Mixed trail rating development such as Blue trails with Black options.
- Additional trails building off existing infrastructure (climbs or access) in appropriate locations.
- Key connections to provide cross area connectivity.
- Enhanced Valley Trail connectivity for active transportation

2.8.12 Recommendations

Based on the area information and detailed background assessments (separate documents), specific recommendations for this area are:

- Continue ongoing monitoring of wildlife and habitat values in the Sproatt alpine and continue to enforce the source water and grizzly bear management strategies and recommendations, including amending and refining them as necessary.
- Avoid trail development in identified grizzly bear habitat around and above the historic Flank Trail area on the southwest flank of Sproatt and in the Gin and Tonic lakes basin.
- Hold deferred alpine network trails in reserve subject to ongoing and future determinations regarding suitability related to wildlife or source water considerations.
- Consider and plan for new trails in this area carefully given environmental sensitivities, existing trail density, intensity of use, current lack of designated staging area, and other constraints.
- As important components of a well-planned and connected network, advance support of these trail additions which will provide enhanced user experiences and useability of the network by completing key trails to improve user safety, enhance connectivity, and provide additional trail opportunities in well considered locations:
 - Mystic - Function (WORCA, existing Section 57 application, Descent Primary, Blue with Black options), a descent primary trail currently under final processing by the Province.
 - Beaver Pond reconfiguration (existing Section 57 application, Two-way, Blue) to connect Scotia Nova to the Beaver Pond trail via a new trail running adjacent to Scotia Creek and connecting to the existing trail on the west side of Stonebridge Drive. The existing Beaver Pond trail exit onto Stonebridge Drive will be decommissioned.
 - 'Leftovers' climb trail (RMOW, planned, Uphill Primary, Blue) to complete climbing trail connection between Lower Sproatt and ITM.
- Establish some form of staging area in the Lower Sproatt / Nita Lake Estates / Stonebridge area to support managed access to the core Sproatt area and to mitigate neighbourhood and roadside impacts and conflict.
- Monitor effectiveness of seasonal Sproatt alpine trail opening and closing communications strategy and adjust as required to maintain desired outcomes.
- Maintain trails moto access on historically used trails in the area, although new authorized trail development should focus on non-motorized uses.
- Consider additional trail connectivity within the area, and connections to other areas, in any future Master Plan process.

2.9 Whistler North (#9)

2.9.1 Overview

The Whistler North network area (Map 10) is to the southeast of Green Lake and Green River at the base of Blackcomb and Wedge Mountains. It borders Lost Lake Park to the south and contains recently acquired municipal park lands (aka Parkhurst Park) and the Wedge Woods neighborhood (located outside of the RMOW boundaries). Access is either via Lost Lake Park, or via Wedge Creek FSR. The network area is mostly Crown Land, with parcels of private land being located in the Wedge Woods neighborhood, and municipal land adjacent to Highway 99.

Land Use

- Crown Reserve/Notation - Section 17 Designated Use Area, Heritage/Archeological Site (Rethel Creek, Green River, Wedge Creek FSR area)
- RMOW – Parkhurst Park area
- Whistler Paintball
- Cheakamus Community Forest has fuel management and harvesting plans in this area.
- Wedgemount Lake (Garibaldi Provincial Park) trail staging and access.
- Wedge Creek Independent Power Project (unknown status)
- CN Railway
- Cell tower

Map 9: Whistler North Trail Network Area

(See next page)

2.9.2 Environmental Attributes

Biogeoclimatic Zones:

- **CWHms1** - Coastal Western Hemlock (Moist Submaritime)
Ecosystems with infrequent stand-initiating events

Environmental Features:

- Montane zone with Old, Mature and Young Forest ecosystems
Historical extensive forestry activity, younger and denser second growth forested ecosystems prevalent.
- Green River flows along the north border, being fed by Green Lake Wedge and Rethel Creeks.
- Contains areas with Sensitive Ecosystems, habitats, and wildlife.

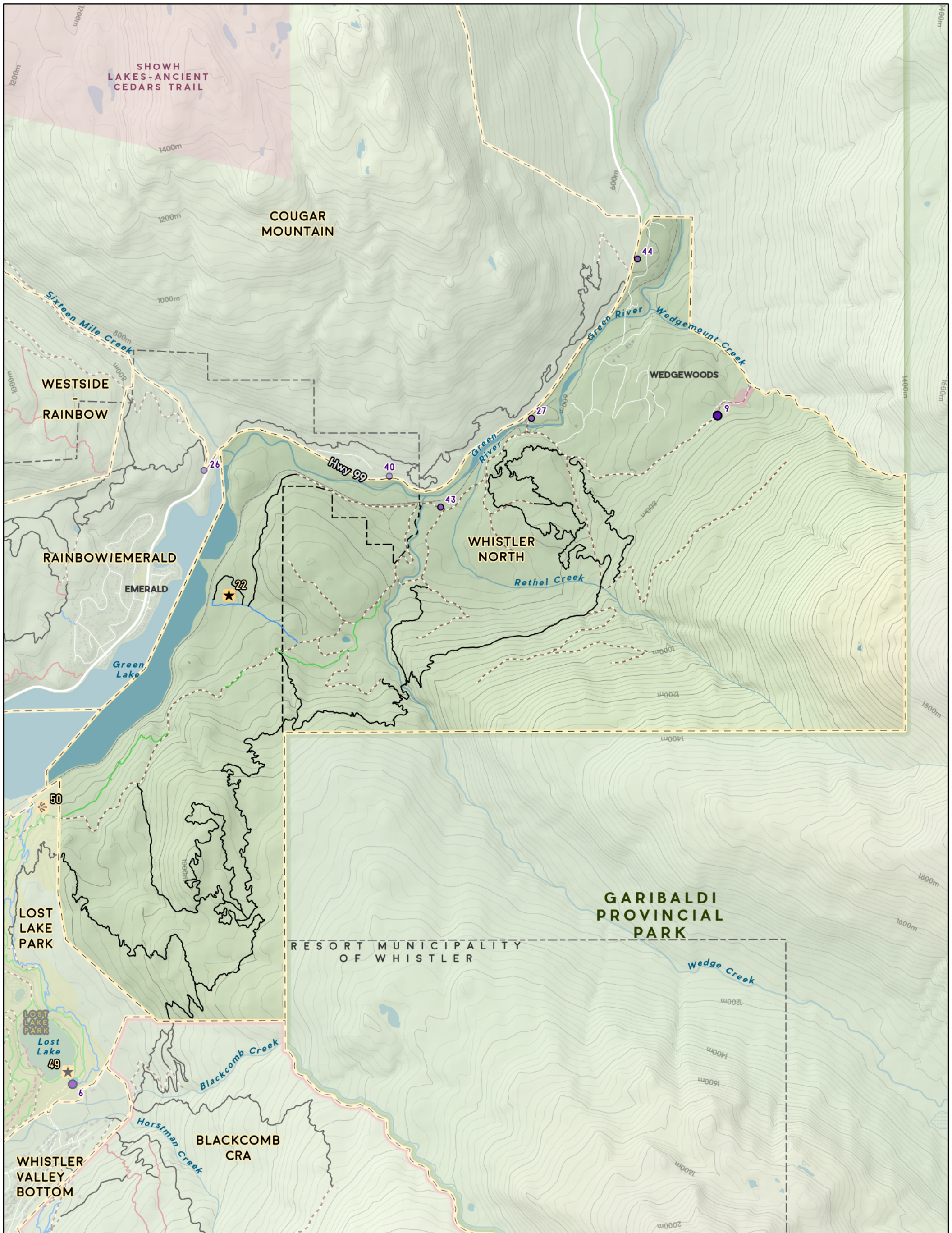
Environmental Management:

- Old Growth Management Areas and Cheakamus Community Forest EBM Reserves for Mature and Old forest and recreation values.

2.9.3 Trails and Infrastructure

Whistler North encompasses an area from Wedge Woods in the north, south to the Lost Lake Park boundary, and is bounded by Green Lake and the boundary of Garibaldi Provincial Park. This area is generally known for its technical advanced level singletrack mountain bike trails winding through mature forests and rocky bluffs.

- 59 km of trail over 24 trails
- WORCA maintains 70% of Whistler North trail areas.
- The Sea to Sky Trail and Comfortably Numb provide a backbone on which a large and diverse network of trails has been constructed.
- This area contains the historic Parkhurst ghost town which is a popular tourist destination and as such has seen increasing hiking, mountain biking, and trials use in the surrounding forests.
- Much of the trail development in this area has been unauthorized, and it receives significant use and is beloved by residents and visitors alike who appreciate the challenging trails and extensive views over Green lake and beyond.
- The Playground trials area is mostly located upon Crown land in the central portion of the area adjacent to Parkhurst and provides challenging riding that is not suited to mountain bike use, a user created solution to overlapping use and displacement.



Network Area	Watercourse	Municipal Boundary	Resource/Service Road	Difficult - Black Diamond	Viewpoint
Designated Staging Area	Wetland	Provincial Park	Highway	Expert - Double Black Diamond	Contour Interval
Informal Staging Area	Provincial Recreation Site	Local Road	Access	Hiking Only	100m
Municipal Parks	Whistler Blackcomb CRA		Easy - Green Circle	Asset Inventory Points	20m
			Moderate - Blue Square	Destination	

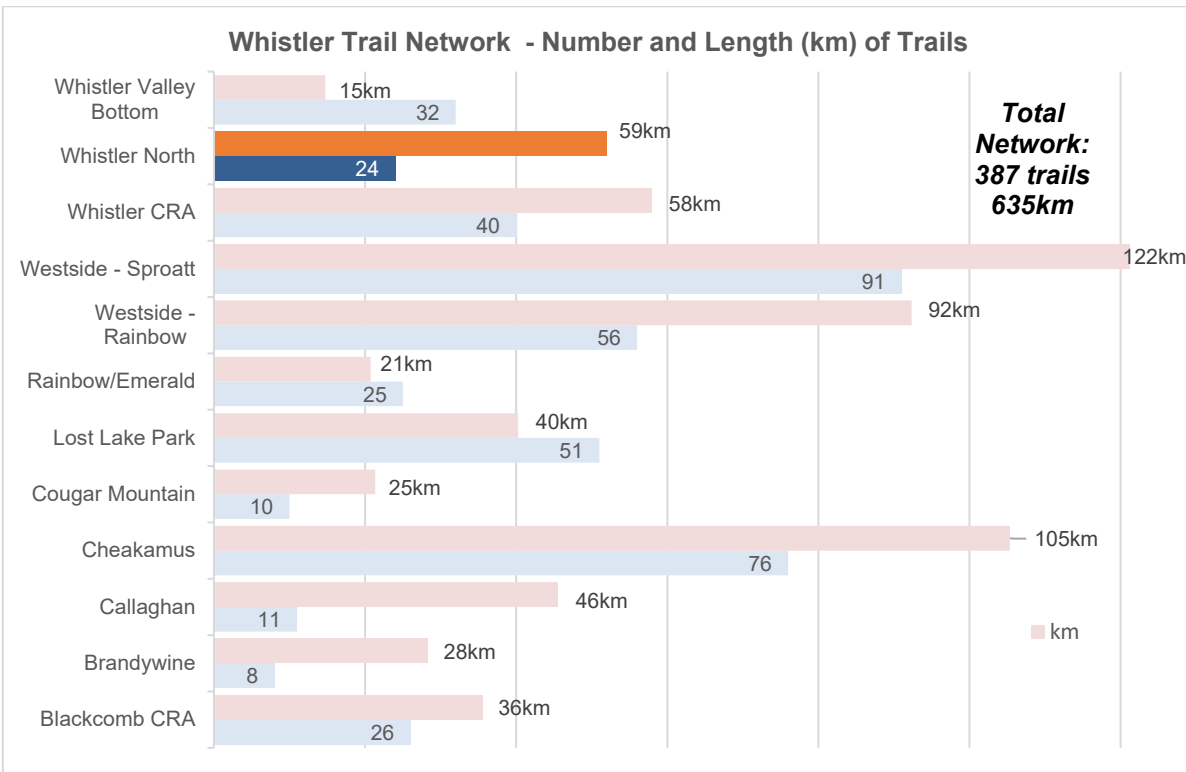


Figure 25: Total number and length of trails in Whistler North (including access)

2.9.4 Trail Use Types

The primary network in Whistler North is non-motorized with pedestrian use along the Sea to Sky Trail, while trail runners and mountain bikers are the primary users of the rest of the network. Trials moto use is primarily done in the Playground area (Figure 33)

- 17 km Mixed Use
- 35 km Multi-Use Non-Motorized

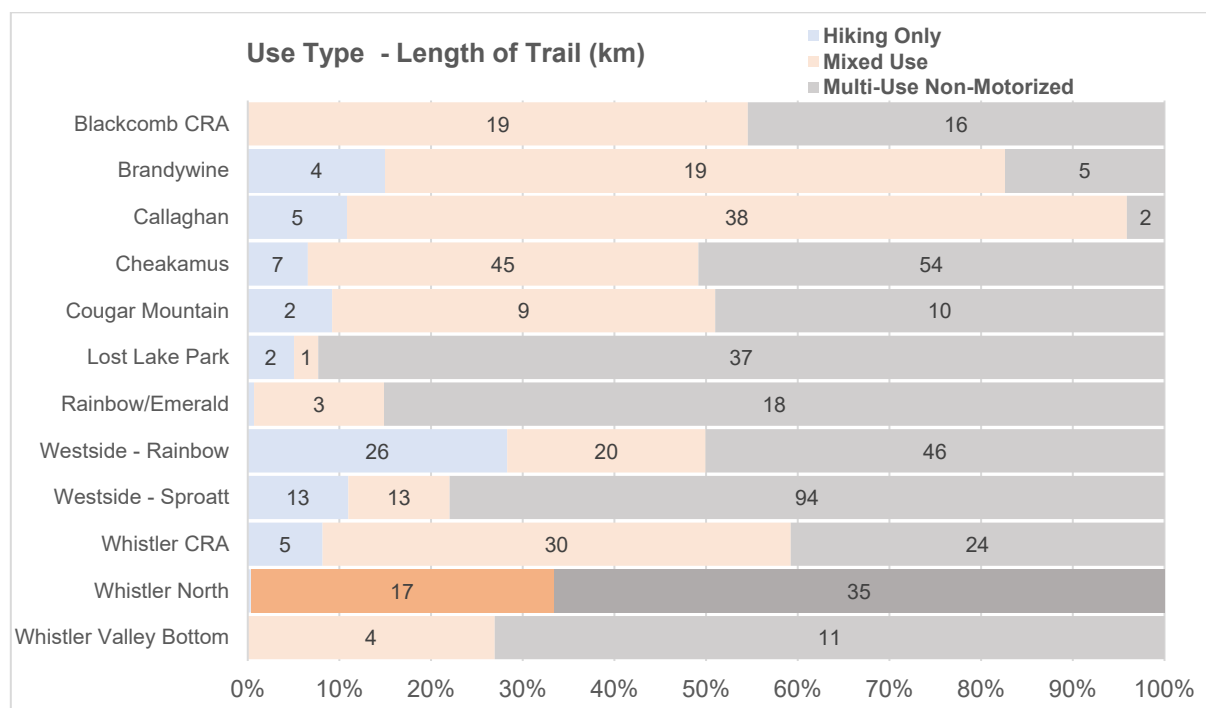


Figure 26: Trail length and use type in Whistler North (including access)

2.9.5 Key Trails

Key Access Trails

- Green Lake Loop
- Sea To Sky Trail
- Comfortably Numb

Prominent Trails

- Out There
- High Hopes
- Yummy Numby
- Bring on the Weekend
- Jeff's
- Get Down On It
- Playground (trials area)

2.9.6 Key Destinations and Viewpoints

The area contains the destination trail Comfortably Numb in addition to the Sea to Sky Trail which connects north Whistler to the Village, connecting into Lost Lake Park. This area also contains the Parkhurst ghost town destination, Playground trials motorcycle network, and a number of popular advanced level trails.

Table 27: Whistler North key destinations and viewpoints

Name	Type	Map Label
Parkhurst Ghost Town	Destination	22

2.9.7 Trail Use Intensity and Density

- The heaviest use appears to be concentrated in the northern part of the area by the Wedge staging, and also with significant use via Yummy Numby and Wish You Were Here into the southern portion of the network.
- While the overall trail density of this area is not overly high, it has seen ongoing unauthorized trail development throughout resulting in a very high density of trail in the area surrounding the Parkhurst site.

2.9.8 Trail Difficulty Ratings

Whistler North is predominately an advanced mountain biking area featuring technical singletrack with rocks and roots, and technical slab features. The S2ST is the primary connector between the Village and the network in addition to travel beyond towards Pemberton. (Figure 34).

- 90% of the North trails are Black.
- Most amount of Black trail by Length 31 km
- 1 km of Blue Trail
- 3 km of Green Trail
- <1 km of Hiking Only
- Categorized as being, “*High Physicality – Significant elevation gains, lengths of the routes and technical difficulty.*”

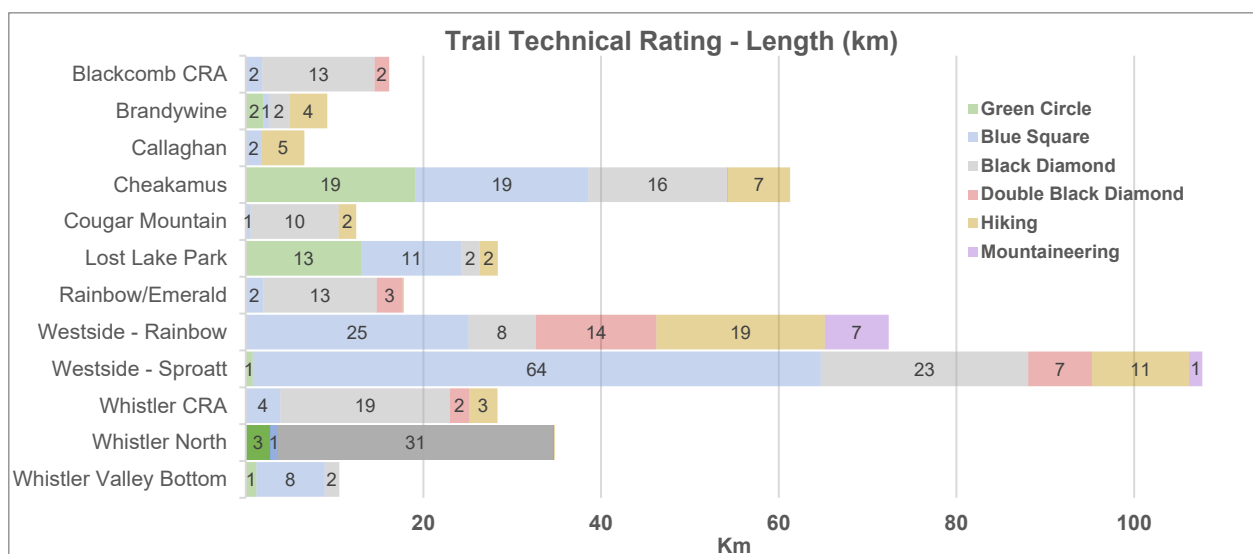


Figure 27: Technical difficulty of trails in Whistler North by length (not including access)

2.9.9 Planned Trails

There are currently no planned or considered tails in this area.

2.9.10 Access and Staging Areas

Access and staging were evaluated to assess the main access points and proximity of three kinds of staging areas.

Primary Access Points:

- Wedgemount Road
- Lost Lake – Nicklaus North
- Lost Lake / Blackcomb CRA – Yummy Numby

Designated Staging Areas

Table 28: Whistler North designated staging areas

Parking Area #	Name	Trail Network Area	Destination Trail	Land Manager Maintenance Responsibility	Comment	Connections	
						Valley Trail	Bus Transit
6	Lost Lake Park (beach?)	Whistler Valley Bottom Whistler North Blackcomb CRA Lost Lake Park	Lost Lake Park trails Whistler North trails Blackcomb CRA trails	RMOW	Also acts as beach park access. Summer restrictions in effect.	Yes	Yes
9	Wedgemount Lake	Whistler North	Wedgemount Lake trail	BC Parks		No	No

Informal Staging Areas

Table 29: Whistler North informal staging areas

Parking Area #	Informal Staging Area	Description	Trail Network Area	Destinations and Key Trails	Overarching Land Manager	Comments	Connections	
							Valley Trail	Bus Transit
25	Lost Lake Mons Road	Large gravel parking area	Lost Lake Park Whistler North	Sea to Sky Trail Lost Lake Trails	Private	Parking area for Lost Lake Disc Golf course and Riverside Campground	Yes	No

Roadside Parking

Table 30: Whistler North roadside parking

Parking Area #	Roadside Parking Area	Description	Trail Network Area	Destinations and Key Trails	Comments	Connections	
						Valley Trail	Bus Transit
27	Wedge	Multiple gravel areas adjacent to highway access	Whistler North Cougar Mountain	Kill Me Thrill Me Comfortably Numb Out There Parkhurst	Ministry of Transportation and Infrastructure and RSTBC. Pull out on highway 99 not permitted by MOTI	No	No
50	Parkhurst-Hwy 99	Highway roadside parking pull-out	Whistler North	Parkhurst trails	Pull out on highway 99 not permitted by MOTI	No	No
26	Cougar FSR/Hwy 99	Gravel area at start of FSR adjacent to Highway 99	Rainbow/Emerald Cougar Mountain Whistler North	Parkhurst Park Kill Me Thrill Me Azreal Shit Happens	Ministry of Transportation and Infrastructure Not approved by Ministry of Transportation and Infrastructure	No	No
40	Whistler Heli-Port/Welcome Sign-HWY 99	Small gravel parking area	Cougar Mountain Whistler North	North Kill Me Thrill Me Cougar Mountain trials moto area	Primarily used by trials motorcycle riders and hikers to access Cougar Mountain network Pull out on highway 99 not permitted by MOTI	No	No

2.9.11 Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Additional trails in the Parkhurst area

This area is MORE suitable for:

- Staging Area amenity improvements
- Mixed trail rating development such as Blue trails with Black options.

- Key connections to provide cross area connectivity.

2.9.12 Recommendations

Based on the area information and detailed background assessments (separate documents), the specific recommendations for this area are:

- Explore opportunities to formalize existing trails including Playground trails network.
- Develop a park master plan for the municipally owned Parkhurst lands that considers trail requirements in terms of access, connectivity and user dispersion along with other municipal park needs

2.10 Whistler Valley Bottom (#10)

2.10.1 Overview

The Whistler Valley Bottom network area (Valley) Map 11 contains the developed neighbourhoods and areas of the Whistler Valley. It extends from Function Junction in the south to Green Lake in the north and contains multiple access points via the active transportation network and municipal roads, as well as providing routes for access to other network areas across the valley. Most of the land in the network area is either private or municipal, with some small parcels of Crown Land interspersed.

Primary trails in this area are in the Whistler Cay and Nester's area adjacent to Myrtle Phillip Community School in the Cut Yer Bars zone. Blueberry Hill and Big Timber are the other primary trails in the Valley area.

Land Use

- Private Property
- Municipal Parks and Infrastructure
- Crown parcels
- Public and private utilities
- Transportation Network

Map 10: Whistler Valley Bottom Trail Network Area

(See next page)

2.10.2 Environmental Attributes

Biogeoclimatic Zones:

- **CWHms1** - Coastal Western Hemlock (Moist Submaritime)
Ecosystems with infrequent stand-initiating events

Environmental Features:

- Mostly urban network area with dispersed pockets of younger forest.
- It contains Alpha Lake, Nita Lake, Alta Lake and Green Lake. Whistler Creek and Gonzales Creek drain into Nita and Alta Lakes respectively. The Valley bottom areas also feature wetland complexes.

Environmental Management:

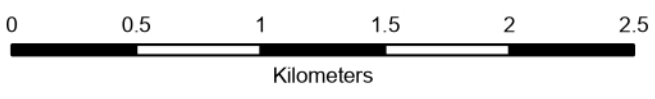
- n/a

2.10.3 Trails and Infrastructure

The Whistler Valley area accounts for the remainder of trails not included in the previous areas, and includes a number of smaller areas serving local residential areas including Emerald Forest, Cut Yer Bars, and Blueberry Hill which contribute 10 km over 20 trail segments containing 2.5% of the total Whistler trail network.



GIS Cartographer: Oliver Chew
Date: 2023-10-05
CERG File #: 013-44-04
Projection: NAD 1983 UTM Zone 10N



Map 11: Whistler Valley Bottom

Asset Inventory
Recreational Trails Strategy
Whistler
British Columbia



This does not include the Valley Trail but allows access to viewpoints such as Whistler Golf Course Lookout, Blueberry Hill Lookout, Big Timber and Riverside. The Valley Bottom also includes Whistler Fitzsimmons Bike Park, which consists of four zones; the Jump Track, the Pump Track, the Beginner Skills Area and the Intermediate Skills Area. Additionally, two more pump tracks have been added opposite the Skate Park.

User built pump tracks and dirt jumps also exist elsewhere in the valley serving local neighbourhoods.

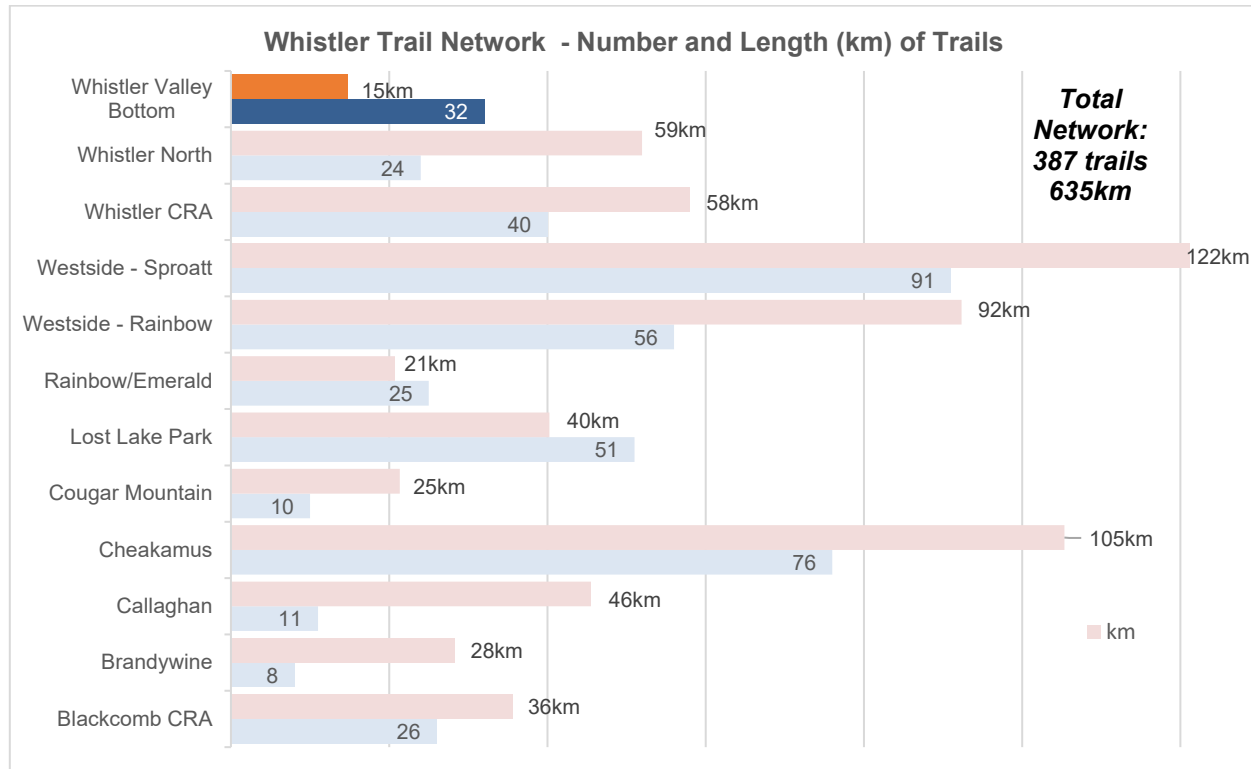


Figure 28: Total number and length of trails in Valley (including access)

2.10.4 Trail Use Types

Valley has extensive use by a wide range of users and provides access to mixed level trail options (Figure 36)

- 11 kms Multi-Use Non-Motorized
- 4 km Mixed Use

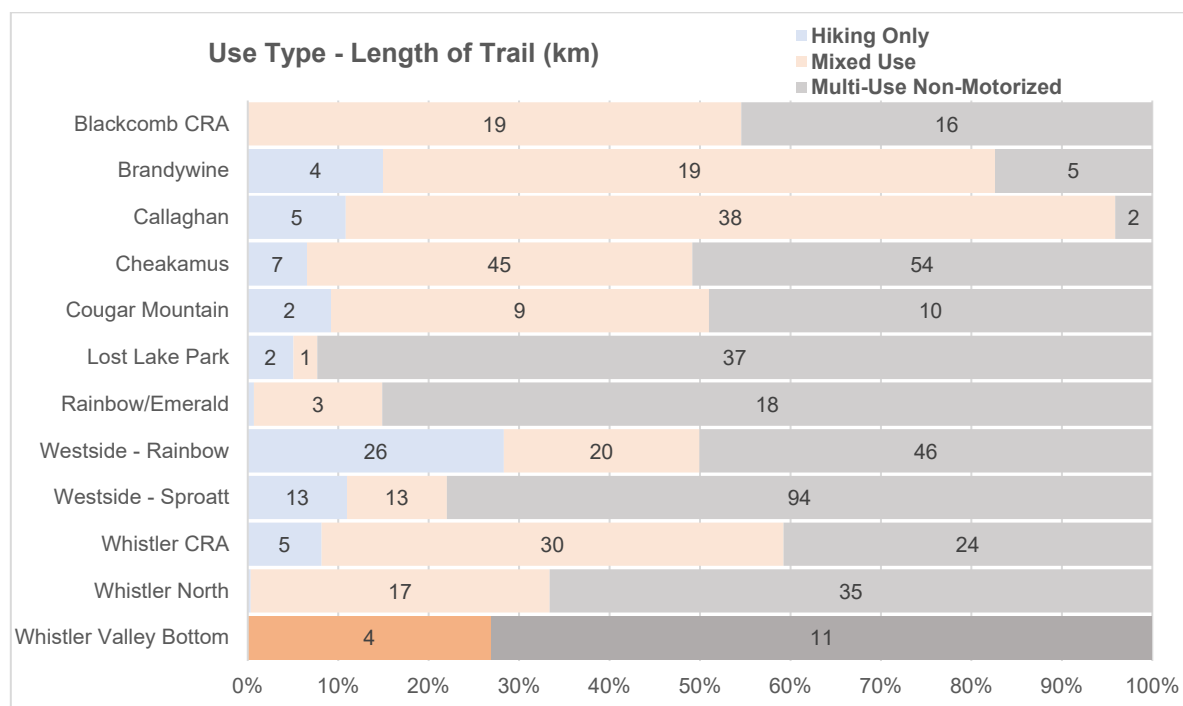


Figure 29: Trail length and use type in Valley (including access)

2.10.5 Key Trails

Key Access Trails

- Valley Trail Network

Prominent Trails

- Fitzsimmons Spit
- Cut Yer Bars
- Robin Yer Eggs
- Blueberry Trail
- Big Timber

2.10.6 Key Destinations and Viewpoints

Table 31: Valley key destinations and viewpoints

Name	Type	Map Label
Green Lake Boardwalk	Destination/Viewpoint	9
Whistler Golf Course Lookout	Amenity	10
Blueberry Hill Lookout	Destination	11
Big Timber	Viewpoint	32
Riverside	Amenity	43
Fitzsimmons Skills Park	Amenity	44

2.10.7 Trail Use Intensity and Density

- The Cut Yer Bars trails see a moderate level of intensity from regular use due to their location beside an elementary school and residential areas close to Whistler Village. It is a relatively small network

though and primarily serves the local residents or is used as connecting trails between areas of neighbourhoods.

- Remainder of Valley area is very spread out with limited trails throughout.

2.10.8 Trail Difficulty Ratings

Most of the trails in the Valley area are on the easier end of the spectrum, however Cut Yer Bars zone features a number of Black and Double Black trails and features. (Figure 31).

- 2 km of Black Trail
- 8 km of Blue Trail
- 1 km of Green Trail

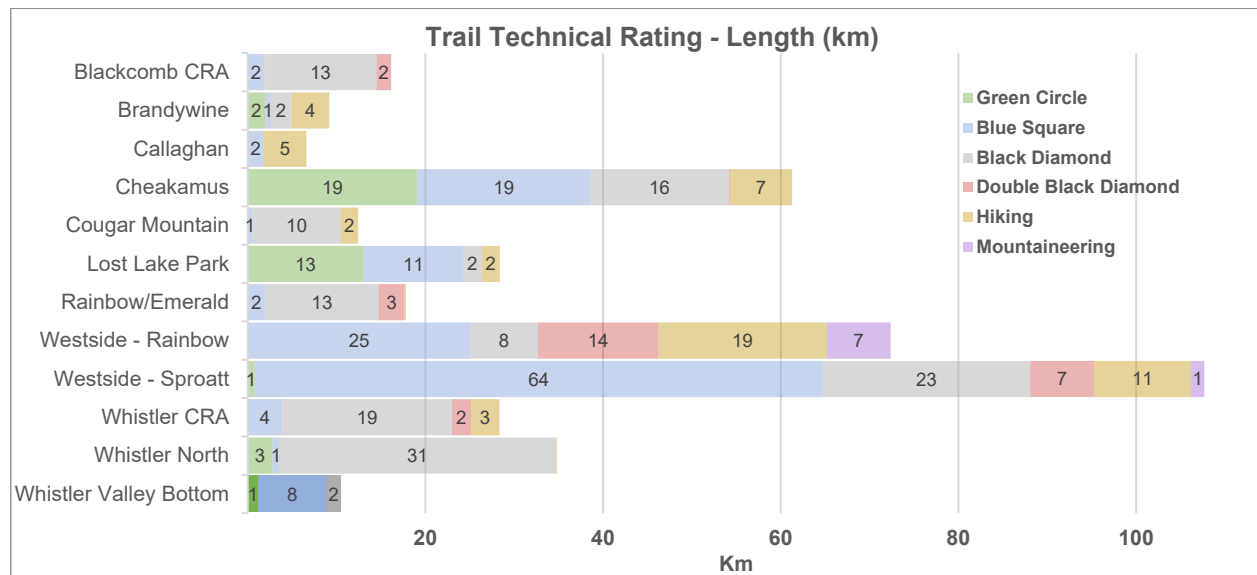


Figure 30: Technical difficulty of trails in Valley by length (not including access)

2.10.9 Planned Trails

There are currently no trails being considered for development in the Valley area.

2.10.10 Access and Staging Areas

Access and staging were evaluated to assess the main access points and proximity of three kinds of staging areas.

As trails in this area are generally in close proximity to residential areas and are not 'destination' trails, and do not require amenities as such, access is primarily available from residential streets or active transportation routes.

Primary Access Points:

- Cut Yer Bars
 - Myrtle Phillip Community School
 - Lorimer Road
 - Nesters Road
- Blueberry

- Crabapple Drive
- St. Anton Way
- Big Timber
 - Kadenwood Drive

Designated Staging Areas

Table 32: Valley designated staging areas

Parking Area #	Name	Trail Network Area	Destination Trail	Land Manager Maintenance Responsibility	Comment	Connections	
						Valley Trail	Bus Transit
1, 5, 9, 20, 21, 22	Village Day Lots	Whistler Valley Bottom Whistler CRA Blackcomb CRA Lost Lake Park	Lost Lake Park Blackcomb CRA trails Valley Trail Sea to Sky Trail	Day Lot Operating Committee partnership maintenance responsibility	Used for Whistler Village, Whistler Blackcomb, Audain Museum, Squamish Lil'wat Cultural Centre, skateboard and mountain bike skills park area.	Yes	Yes
6	Lost Lake Park (beach?)	Whistler Valley Bottom Whistler North Blackcomb CRA Lost Lake Park	Lost Lake Park trails Whistler North trails Blackcomb CRA trails	RMOW	Also acts as beach park access. Summer restrictions in effect.	Yes	Yes
7	Spruce Grove Park	Whistler Valley Bottom Lost Lake Park	Lost Lake Park trails Valley Trail	RMOW	Lost Lake Park users, including baseball fields, community gardens, Waldorf School, Spruce Grove Field House facility, Valley Trail.	Yes	Yes
14	Meadow Park	Westside Rainbow Whistler Valley Bottom Rainbow/Emerald	Westside Rainbow trail network area Valley trail Skywalk trail	RMOW	Primarily serves the Sports Centre, fields, splash park, and the Valley trail. Also used for River of Golden Dreams access/egress	Yes	Yes

Informal Staging Areas

No informal staging areas

Roadside Parking

No significant roadside parking areas identified.

2.10.11 Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Blue and Black trail development
- Additional trails in key habitat areas

This area is MORE suitable for:

- Mixed trail rating development such as Blue trails with Black options.
- Key connections to provide cross area connectivity.
- Valley Trail connectivity for active transportation.

2.10.12 Recommendations

Based on the area information and detailed background assessments (separate documents), the recommendations for this area are:

- Consider upgrades to Blueberry Hill trails for useability and sustainability.
- Explore staging opportunities for park and trail use.

2.11 Whistler and Blackcomb CRA's (#11 and #12)

2.11.1 Overview

The Blackcomb (Map 12) and Whistler (Map 13) Controlled Recreation Areas (CRA) cover most of the eastern portion of the Whistler Valley abutting private and municipal parcels north from the Chateau Whistler Golf course and south to above the Cheakamus River. The CRA is the legal boundary of Whistler Blackcomb's Crown land tenure areas and contains commercial (lift access) hiking and biking trails, including the Whistler Bike Park (WBP), alpine hiking trail network, and the Singing Pass/Musical Bumps hiking only trails leading to Garibaldi Park via Whistler Mountain.

Additionally, this area contains many historic unauthorized public recreation trails that enter and exit into adjacent valley neighborhoods including trails that have been authorized through their updated Master Development Agreement, and other widespread unauthorized trail development.

The Blackcomb CRA on Blackcomb Mountain is bordered by Fitzsimmons creek to the south and Wedge Creek to the northeast. It is limited to the extent of the WB CRA boundary. On the west it borders the Blackcomb Benchlands neighborhood and includes the Base 2 area and the Whistler Sliding Center. Public trails are located on the northwest side of the tenure adjacent to the Benchlands neighbourhood above Lost Lake Park and the Fairmont Chateau Whistler Golf Course. This area contains a number of mountain bike primary trails that are extremely popular with mountain bikers, including Hey Bud, Micro Climate and Dark Crystal, in addition to trails in the Base 2 area that are also used for provincial and national level cross country races. The area also contains mixed-use trails (service roads) used for commercial ATV tours. The existing public use trails in this area have been authorized through Whistler Blackcomb's updated Master Development Agreement. There are 26 trails non-commercial trails totaling 28km in length and accounting for 7% of the total. The primary Blackcomb CRA public trails are all managed and maintained under the direction of WB by their private contractors. Unauthorized building appears to have been generally curtailed in this area.

The Whistler CRA on Whistler is located south of Fitzsimmons Creek and east of the valley neighbourhoods from Whistler Village south to Spring Creek to the ridge above the Cheakamus River. Public trails on the CRA and adjacent to residential neighbourhoods provide 58 km on 40 public (non-commercial) trails and represent 7% of the total Whistler network. A number of historic, though unauthorized, trails were built in the Whistler CRA over the previous decades, many prior to the construction and expansion of the WBP which has begun to encapsulate some of them and incorporate into their operations as they were brought under the purview of the approved MDA. There has been significant ongoing unauthorized building leading out of the WBP trails into nearby residential areas, particularly in the Brio and Nordic areas, and also Bayshores and Spring Creek. WB and WORCA have also worked collaboratively on authorized projects (Hind Sight, Single Track Mind, etc.) in the Bayshores and Spring Creek area to provide important two-way connectivity to the Cheakamus area.

While both CRA's are ultimately managed by Whistler Blackcomb as the Crown land tenure holder, the RTS does not include or have authority over CRA trails. Regardless of the CRA's management by WB, the local community has expressed significant interest and attachment to many of these trails, and there is a long history of ongoing public use on many trails in both CRA's. A significant number of these trails have become extremely important parts of the community's overall network in addition to becoming very popular with visitors. The information provided within this section and document should help inform WB on the value and importance of maintaining those trails in these CRA's as critical pieces of Whistler's public recreation trail network that provide important neighbourhood use areas in addition to connectivity to other network areas.

Map 11: Blackcomb CRA Trail Network Area

(See next page)

Map 12 : Whistler CRA Trail Network Area

(See next page)

2.11.2 Environmental Attributes

Biogeoclimatic Zones:

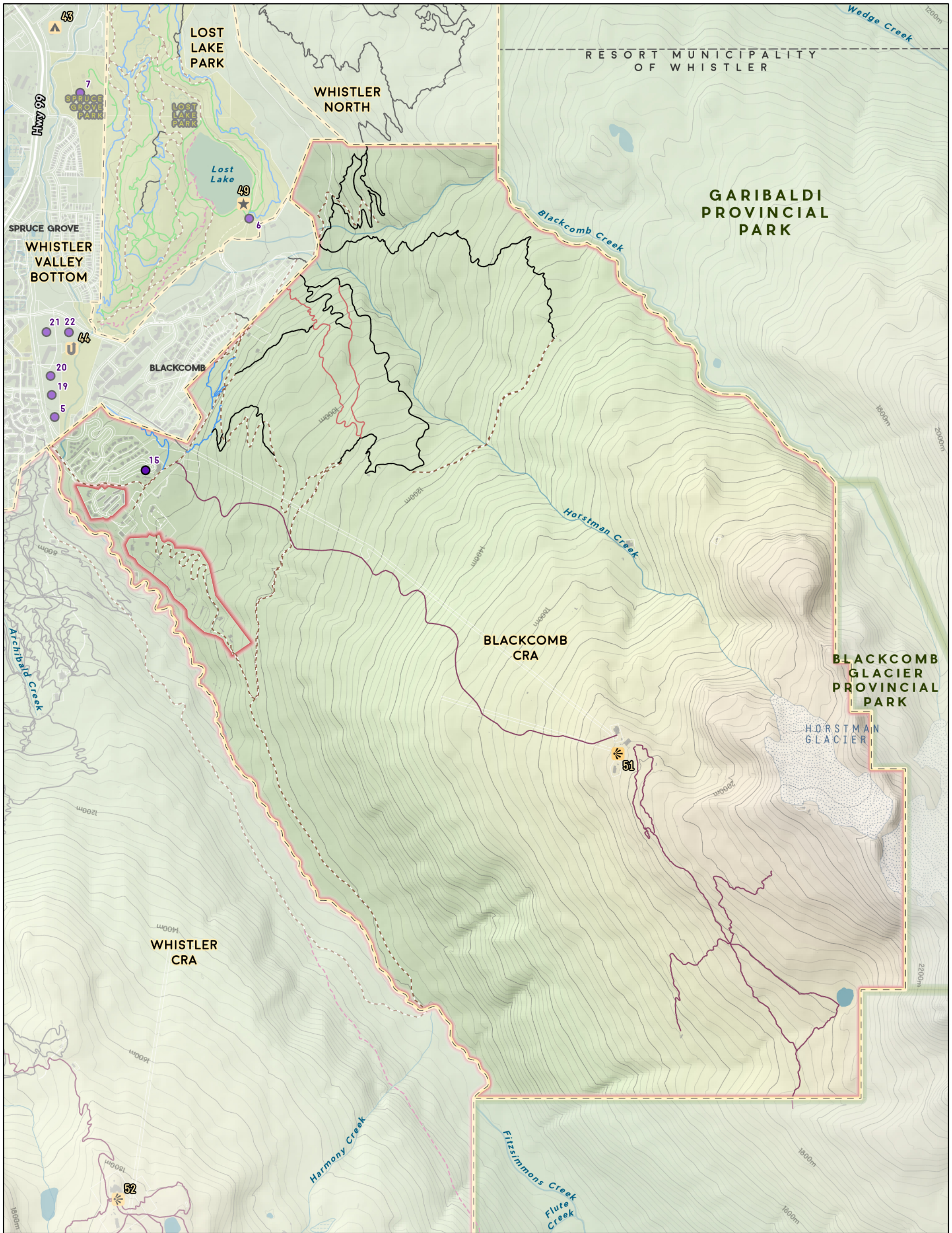
- **CMAunp** - Coastal Mountain-heather Alpine (Undifferentiated and Parkland)
Alpine Tundra and Subalpine Parkland ecosystems
- **CWHms1** - Coastal Western Hemlock (Moist Submaritime)
Ecosystems with infrequent stand-initiating events
- **ESSFmw2** - Engelmann Spruce -- Subalpine Fir (Moist Warm)
Ecosystems with infrequent stand-initiating events
- **MHmm2** - Mountain Hemlock (Moist Maritime)
Ecosystems with rare stand-initiating events



























Environmental Features:

- Alpine, Subalpine, Old, Mature and Young Forest ecosystems
Historical extensive forestry activity below 1200 m, younger and denser second growth forested ecosystems prevalent.
Mature and old growth stands above ~1200 m to the sub-alpine.
Wildfire affected forest in the northeast section of the Blackcomb CRA area.
Sections of forest disturbed and removed to accommodate ski runs and infrastructure.
- Fitzsimmons Creek runs along the northeast border of the network area and is fed by Harmony Creek and Flute Creek.
- Contains areas with Sensitive Ecosystems, habitats, and wildlife.

Environmental Management:

- Access to Micro Climate and Dark Crystal is restricted in the spring until July 1 yearly, for spring foraging habitat for bears.

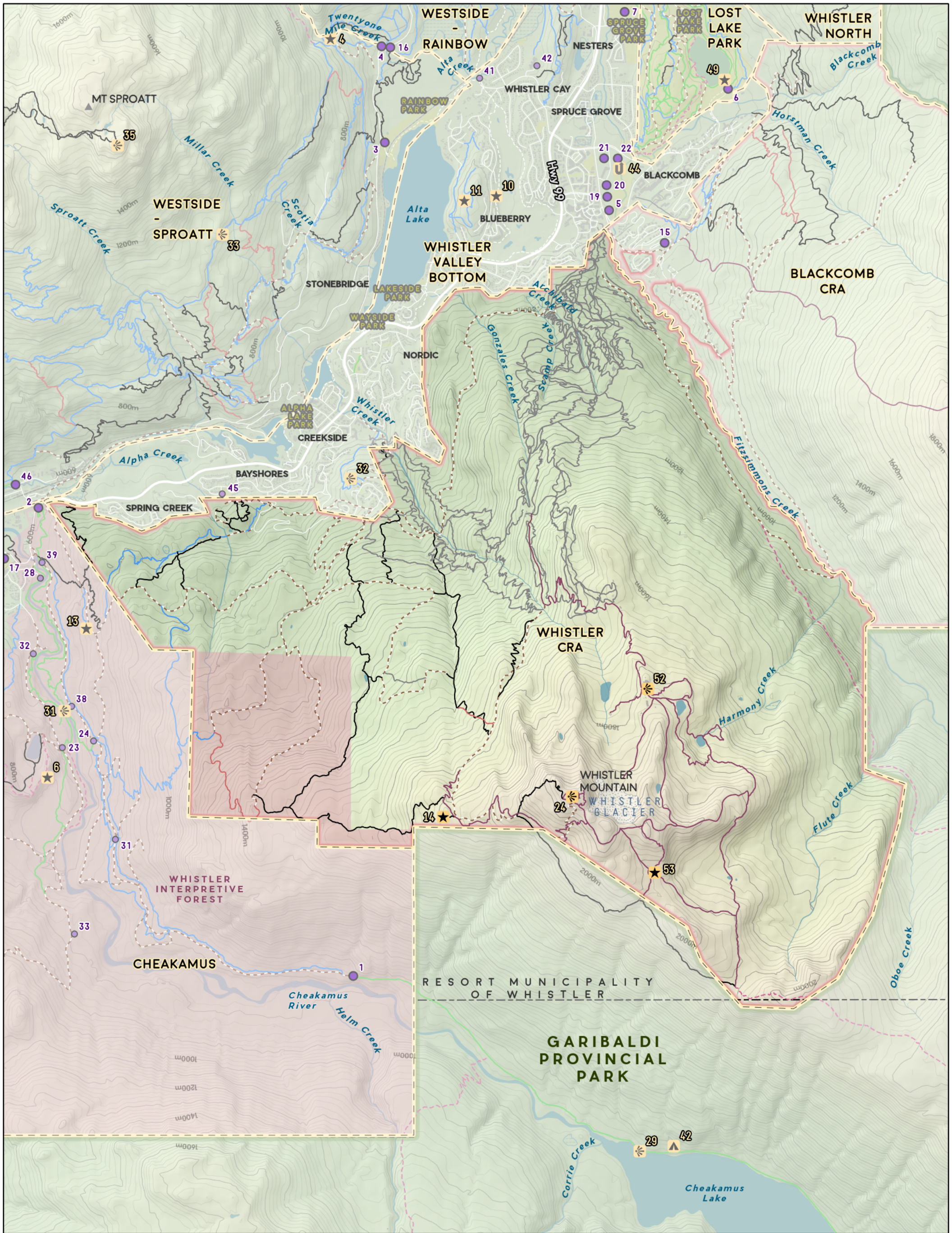


	Network Area		Whistler Blackcomb CRA		Resource/Service Road		Difficult - Black Diamond	Asset Inventory Points		Contour Interval		
	Designated Staging Area		Municipal Boundary	Trails			Expert - Double Black Diamond		Campsite		100m	
	Municipal Parks		Provincial Park			Access		Hiking Only		Destination		20m
	Watercourse		Highway			Easy - Green Circle		Bike Park Trail		Viewpoint		
	Wetland		Local Road			Moderate - Blue Square		Commercial Trail		Skills Park		

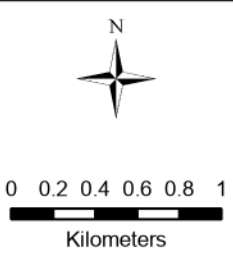
GIS Cartographer: Oliver Chew
Date: 2023-10-05
CERG File #: 013-44-04
Projection: NAD 1983 UTM Zone 10N



Map 12: Blackcomb CRA



GIS Cartographer: Oliver Chew
Date: 2023-10-05
CERG File #: 013-44-04
Projection: NAD 1983 UTM Zone 10N



Map 13: Whistler CRA

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2.11.3 Trails and Infrastructure

Given the location of the CRA in Whistler valley, and the fact that it comprises a significant portion of the eastern side of the inhabited area, it's no surprise that public trail development has taken place and continues to take place in areas closest to neighbourhoods on the western side of the CRAs. While much of the unauthorized development has resulted in trails that are suitable for ongoing maintenance and management by either WB or WORCA, there has also been problematic trail construction leading out and off of WBP trails including Expert level trails with high consequence features.

WORCA has worked with WB to provide a number of sanctioned trails in the lower Kadenwood and Bayshores area in the Tunnel Vision zone that provide connectivity in between Cheakamus and Creekside, while other historic public trails higher in the CRA have gradually been incorporated into the WBP system.

Blackcomb CRA

- 26 trails, 4% of Whistler's trail network by distance at 36 km
- Very high use by both residents and visitors.
- Provides mountain bike and downhill primary trails suitable and maintained for higher impact riding and events.

Whistler CRA

- 40 trails, 7% of Whistler trails by distance at 58 km
- Significant amount of unsanctioned trail building taking place in areas closest to residential areas (Brio, Kadenwood, Bayshores), sometimes causing safety, environmental, and neighbourhood user conflicts.
- Lower Tunnel Vision zone is important for cross area connectivity between the Whistler CRA and Cheakamus and provides Blue and Black two-way and descent primary options for a wide range of skill levels and user types, in addition to club events.

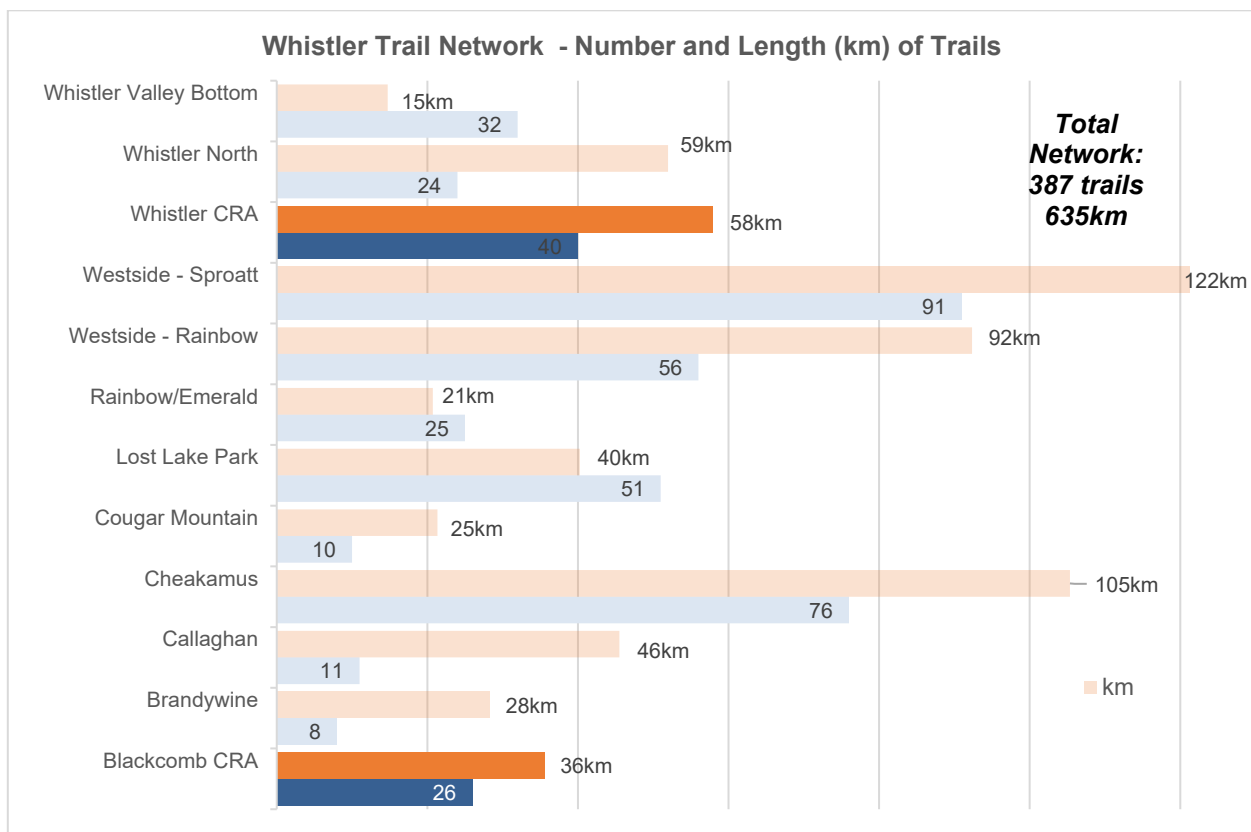


Figure 31: Total number and length of trails in CRA (including access)

Trail Use Types

Blackcomb CRA

The Blackcomb area is used primarily for downhill oriented mountain biking including world level enduro racing. A national level XCO cross-country course is also used yearly for racing, and the area also is used for WORCA events.

- no Hiking only
- 19 km Mixed Use
- 16 km Multi-Use Non-Motorized

Whistler CRA

- 5 km Hiking only
- 30 km Mixed Use
- 24 km Multi-Use Non-Motorized

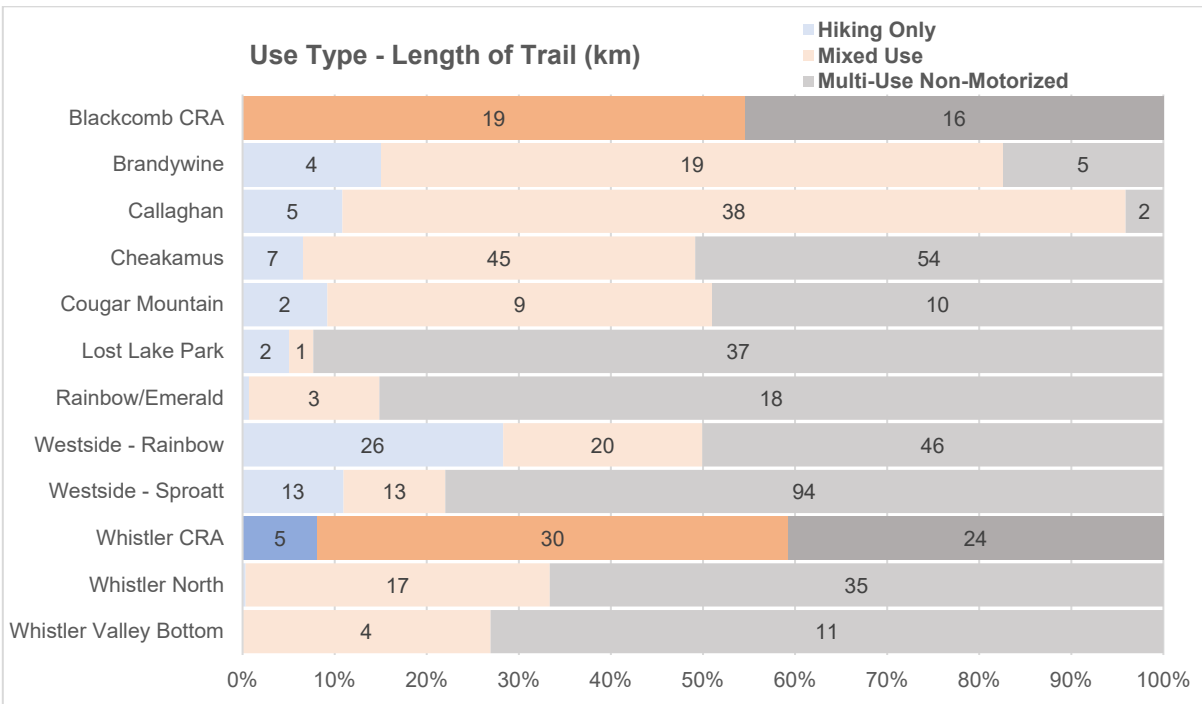


Figure 32: Trail length and use type in CRA (including access)

2.11.4 Key Trails

Key Access Trails

Blackcomb CRA

- Blackcomb Access Road
- Blackcomb Bench Climb
- The Cedars – Horstman Creek

Whistler CRA

- Singing Pass
- Nordic Drive
- Kadenwood Drive
- Microwave Tower Access Road

Prominent Trails

Blackcomb CRA

- Micro Climate
- Hey Bud
- Crazy Train
- Dark Crystal
- Yummy Numby
- Golden Boner

Whistler CRA

- Tunnel Vision
- Hind Sight
- Singletrack Mind
- Heavy Flow
- Khyber Pass
- Babylon By Bike

2.11.5 Key Destinations and Viewpoints

Table 33: CRA key destinations and viewpoints

Name	Type	Map Label
Top of the World Lookout (Whistler CRA)	Destination/Viewpoint	14
Whistler Peak (Whistler CRA)	Amenity	24
Musical Bumps (Whistler CRA)	Destination	53
Peak to Peak Gondola (Blackcomb CRA)	Viewpoint	51
Peak to Peak Gondola (Whistler CRA)	Viewpoint	52

2.11.6 Trail Use Intensity and Density

Blackcomb CRA

- The Blackcomb network sees moderate to high intensity use due to its proximity to the village and the nature of the mountain bike primary, downhill oriented trails.
- Trails are relatively spread out, although the bottom of Micro Climate, Hey Bud, and Crazy Train are all in close proximity to one another, where historic alignments exist along with realigned and consolidated exits.

Whistler CRA

- Use in the Bayshores and Cheakamus area of the Whistler CRA sees relatively high intensity due to its proximity to residential areas, and its importance for connectivity between network areas. WBP traffic also spills out of the commercial trails into the public network.
- The highest density is in the Bayshores area, but generally the area has a low to moderate density of public trails.

2.11.7 Trail Difficulty Ratings

Advanced trails are by far the most common in both CRA's given the steeper nature of the terrain in the CRA's, with the easier trails being generally located closest to the residential areas (Figure 40).

Blackcomb CRA

- No public Hiking Only
- 13 km of Black Trail
- 2 km of Double Black Trail
- 2 km of Blue Trail
- <1 km of Green Trail

Whistler CRA

- 3 km Hiking Only
- 19 km of Black Trail
- 2 km of Double Black Trail
- 4 km of Blue Trail
- 0 km of Green Trail

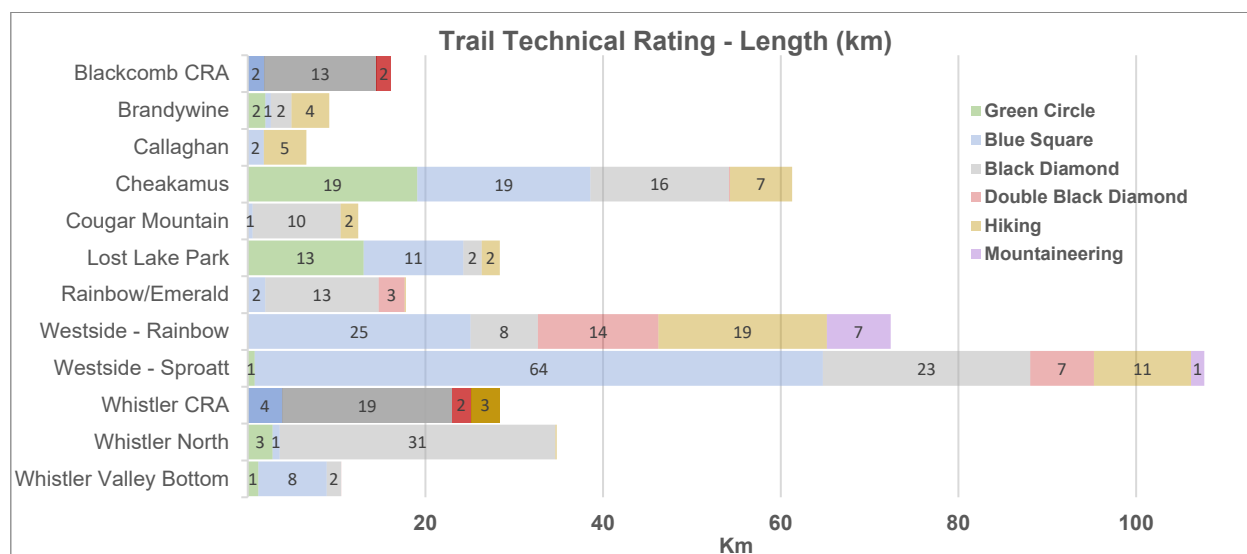


Figure 33: Technical difficulty of trails in CRA by length

2.11.8 Planned Trails

Current focus in the Whistler and Blackcomb CRA's appears to be on management of the existing public network over proposing or building new trails, although WB may be considering additional trails within their own planning and needs framework.

Current work on Blackcomb includes completing the Blackcomb Bench Climb, in addition to minor maintenance and reroutes within the network. Mid-elevation historic public trails in the Creekside zone of the Whistler CRA have seen increasing use and impacts as the WBP expands trail development in this area.

WB has supported WORCA efforts in the southwest portion of the area to improve connectivity and useability through additional trail development including Single Track Mind and Hind Sight.

2.11.9 Access and Staging Areas

Access and staging were evaluated to assess the main access points and proximity of three kinds of staging areas.

- Many portions of the CRA trail networks are accessible via local neighbourhood roads and trails, some areas of the network like in the Whistler CRA also see WBP spill out use into the public network.

Primary Access Points:

Blackcomb CRA

- Blackcomb Base
- Benchlands
- Base 2

Whistler CRA

- Whistler Bike Park
- Village bus loop
- Brio
- Nordic Estates

- Kadenwood
- Bayshores
- Whistler Interpretive Forest - Microwave Access Road, See Colours and Puke

Designated Staging Areas

Table 34: CRA designated staging areas

Parking Area #	Name	Trail Network Area	Destination Trail	Land Manager Maintenance Responsibility	Comment	Connections	
						Valley Trail	Bus Transit
2	Whistler Interpretive Forest (WIF)	Cheakamus Westside Sproatt Whistler CRA	Valley trail Sea to Sky trail Flank Trail from Function WIF trails	RMOW maintenance responsibility through license agreement with RSTBC		Yes	Yes
1, 5, 9, 20, 21, 22	Village Day Lots	Whistler Valley Bottom Whistler CRA Blackcomb CRA Lost Lake Park	Lost Lake Park Blackcomb CRA trails Valley Trail Sea to Sky Trail	Day Lot Operating Committee partnership maintenance responsibility	Used for Whistler Village, Whistler Blackcomb, Audain Museum, Squamish Lil'wat Cultural Centre, skateboard and mountain bike skills park area.	Yes	Yes
6	Lost Lake Park (beach?)	Whistler Valley Bottom Whistler North Blackcomb CRA Lost Lake Park	Lost Lake Park trails Whistler North trails Blackcomb CRA trails	RMOW	Also acts as beach park access. Summer restrictions in effect.	Yes	Yes
15	Day Lots - Upper	Blackcomb CRA Lost Lake Park	Blackcomb CRA trails and overflow for access to WB commercial trails.	Day Lot Operating Committee partnership maintenance responsibility	Limited use	Yes	Yes

Informal Staging Areas

Table 35: CRA informal staging areas

Parking Area #	Informal Staging Area	Description	Trail Network Area	Destinations and Key Trails	Overarching Land Manager	Comments	Connections	
							Valley Trail	Bus Transit
23, 24, 28, 31, 32, 33, 38, 39	Whistler Interpretive Forest (various locations)	Dispersed medium and small sized lots along both sides of the Cheakamus River	Cheakamus Whistler CRA	Logger's Lake MacLaurin's Crossing Suspension Bridge Riverside Farside Crater Loop Far Out/ Flashback Highside Tunnel Vision It's Business Time	RSTBC	Includes access to Loggers Lake and Jane Lakes	Yes, only Riverside/ Farside	Yes, only Riverside/ Farside

Roadside Parking Areas

Table 36: CRA roadside parking areas

Parking Area #	Roadside Parking Area	Description	Trail Network Area	Destinations and Key Trails	Comments	Connections	
						Valley Trail	Bus Transit
47,48	Blackcomb Benchlands: <ul style="list-style-type: none"> Painted Cliff Spearhead Drive 	Roadside Parking Area	Blackcomb CRA Lost Lake Park Whistler North	Lost Lake Yummy Numby Foreplay Comfortably Numb Dark Crystal Micro Climate Crazy Train Hey Bud	Various dispersed locations. All subject to municipal parking bylaws and enforcement	Yes	Yes

2.11.10 Trail Suitability Analysis

Based on the area information and detailed background assessments (separate documents), this area has been identified as less suitable for some forms of trail and/or related amenity development and more suitable for others as presented in the list below. These suitability statements provide high-level guidance only; more detailed analysis/planning would be required to inform final decision-making and implementation.

This area is LESS suitable for:

- Additional trails in key habitat areas
- Green trails

This area is MORE suitable for:

- Mixed trail rating development, such as Blue trails with Black options
- Mountain bike climbing trail connectivity to improve useability.
- Key connections to provide cross area connectivity.

2.11.11 Recommendations

As noted, while the RTS does not necessarily apply to the CRA's as they are not subject to direct RMOW oversight, the community has continued to express the importance of many of these trails to the network and the experience they provide that isn't necessarily available elsewhere on the public network. As such, it's important for WB to consider the information provided within this section and document when managing, maintaining, and planning for public use of these trails.

Based on the above information and detailed background assessments (separate documents), specific recommendations for this area are:

Blackcomb CRA

- Maintain style and character of area as focused on Blue and Black downhill oriented trails on the upper parts, and Blue opportunities in the area around Base 2.
- Manage public (non-commercial) trails as important component of the overall trail network that provides well maintained and challenging trails.
- Continue to support use of the area as suitable for races and events (XCO, Enduro, WORCA, trail running).

Whistler CRA

- Continue to work with WORCA to support and manage public trails and network connectivity between Bayshores and Cheakamus via Tunnel Vision and Single Track Mind.
- Maintain Whistler's west ridge as an important historic valley to peak trail .
- Minimize impacts from WBP trail development on the historic and existing public network between Cheakamus and Creekside.

3 TRAIL ASSET INVENTORY

This section provides an overview of Whistler's entire trail network, including environmental attributes, existing trails, infrastructure, and staging areas in the area.

3.1 Whistler Trail Network and Areas

Whistler's 635 km of trails cover an area of approximately 370 km² (Map 1) and links our community across the developed valley to adjacent Crown land areas and destinations like Brandywine Provincial Park in the south to Wedge Woods in the north, Callaghan Lake in the west to Garibaldi Park to the east. The study area contains the boundaries of the RMOW and includes adjacent areas containing trails important to the community and the overall network.

To analyze the network, it was broken into 12 areas, and discussed in the following sections, that align with the commonly used nomenclature. As shown in Figure 2, the Westside – Sproatt (Sproatt) area contains the largest percentage of trail in the network with over 25%, Westside – Rainbow (Rainbow) 18%, and Cheakamus 15%. The smallest percentage of trails are within the Brandywine, Callaghan, and Cougar Mountain areas which are more remote and detached from the primary trail network.

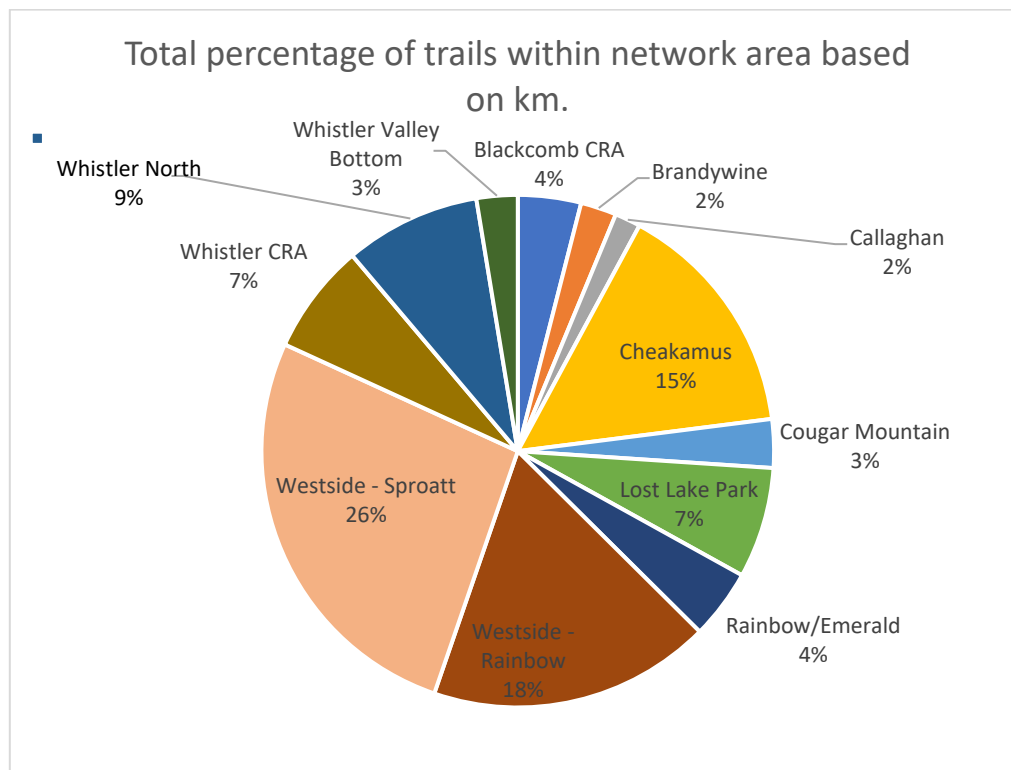


Figure 34: Percentage of trails (km) by network area

3.1.1 Overview

Whistler's extensive and world-renowned recreation trail network is the result of decades of ongoing building and planning through the efforts of many organizations and individuals throughout the community including the RMOW Parks department, local not for profit community groups such as the Whistler Off-Road Cycling Association (WORCA) and the Alpine Club of Canada Whistler section (ACC-W). BC Parks (BCP) and

Recreation Sites and Trails BC (RSTBC) also manage important parks, recreation sites and areas, as well as trails in the area. Throughout the decades, however, much of the network has been developed through unofficial trail construction from individuals in the community, eager to have trails available to suit their sports users.

This trail construction fueled much of the recreation trail popularity in the community and has resulted in the creation of formalized groups and processes to lead trail planning, development, maintenance and construction activities. These groups have collectively contributed to the success of the resort in building a diverse and unique network of recreation trails that provides significant resident and tourism value that continues to be world leading.

The statistics generated from this analysis are focused on public recreational trails throughout the valley, including public trails within Whistler Blackcomb's CRA's. The analysis **does not** include the Valley Trail or commercial trails such as the Whistler Bike Park and lift accessed hiking trails within the Controlled Recreation Areas (CRA), or other commercial recreation focused trails on Crown land such as those at the Whistler Olympic Park, Whistler ATV, Canadian Wilderness Adventures, The Adventure Group, Primary access and forest service roads are only included in the results where appropriate and as noted).

Map 13: Whistler Trail Network and Areas

(See next page)

3.1.2 Environmental Attributes

Biogeoclimatic Zones:

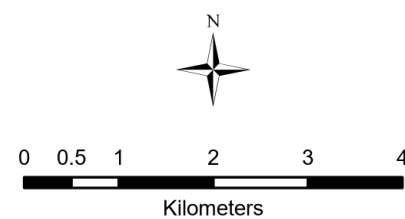
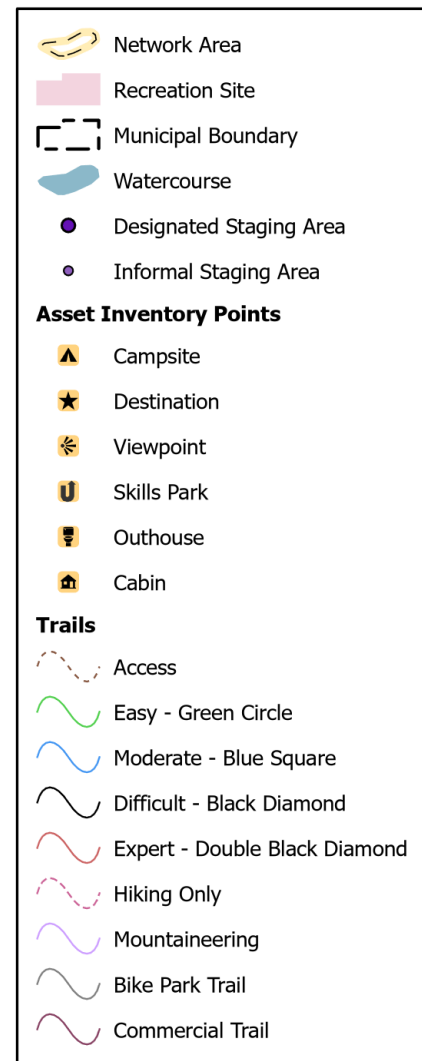
- **CMAunp** - Coastal Mountain-heather Alpine (Undifferentiated and Parkland)
Alpine Tundra and Subalpine Parkland ecosystems
- **CWHds1** - Coastal Western Hemlock (Dry Submaritime)
Ecosystems with infrequent stand-initiating events
- **CWHms1** - Coastal Western Hemlock (Moist Submaritime)
Ecosystems with infrequent stand-initiating events
- **MHm2** - Mountain Hemlock (Moist Maritime)
Ecosystems with rare stand-initiating events

Environmental Features:

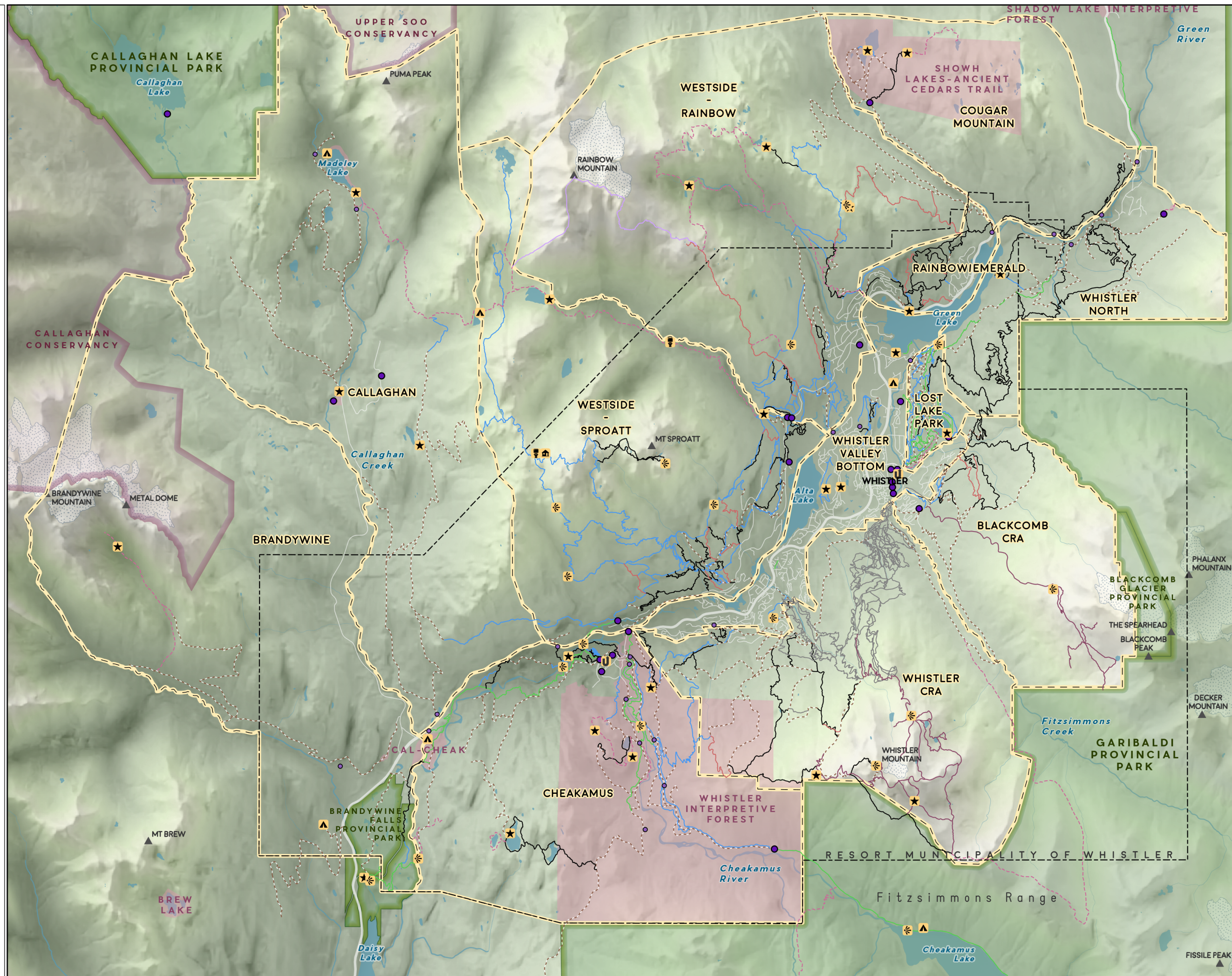
- Glaciated areas
- Major Lakes
 - Green Lake*
 - Alta Lake*
 - Nita Lake*
 - Alpha Lake*
- Major rivers
 - Fitzsimmons Creek*
 - River of Golden Dreams*
 - Green River*
 - Twenty One Mile Creek*
 - Callaghan Creek*
 - Brandywine Creek*
 - Cheakamus River*
- Mountains
 - Whistler Mountain*
 - Blackcomb Mountain*
 - Mount Sproatt*
 - Rainbow Mountain*
- Wide range of wildlife in addition to ongoing Grizzly bear population increases in the area.
- Old Growth Management Areas and Cheakamus Community Forest, EBM Reserves protect significant old growth stands and related recreation trail values located within them.

Map 1 - Asset Inventory - Overview

Recreational Trails Strategy
Whistler
British Columbia



GIS Cartographer: Oliver Chew
Date: 2023-10-10
CERG File #: 013-44-04
Projection: NAD 1983 UTM Zone 10N



Environmental Management

Please refer to the Environmentally Responsible Trail Planning (ERTP) guidelines for additional information related to environmental management. The network area summaries also detail specific environmental attributes and management related to each area.

- Protected Areas and Parks
 - Garibaldi Provincial Park*
 - Whistler Interpretive Forest*
 - Callaghan Conservancy*
 - Brandywine Falls Park*
 - Lost Lake Park*
 - Showh Lakes – Ancient Cedar Trails Recreation Site*
 - Whistler Community Watershed*

3.1.3 Trails and Infrastructure

Trail Use Types

The trail network in Whistler is primarily used and designated as Multi-Use Non-Motorized (MUNM), see Section 1.3 for definitions, featuring Pedestrian, off-road cycling, e-bike, and trials motorcycle user groups. Single-Use trails are currently limited to hiking-only on a small number of trails distributed throughout the valley. There are currently no mountain biking, trials or motorized only trails in the network. Mixed-Use includes access roads and FSR's which permit motorized use but can also be regularly used by recreational users and make up important pieces of the network to access trails and areas or connect trails and routes (Figure 3).

Due to its historic role in Whistler's trail development story, trials motorcycles have a unique place in the use of the network as they have historically built and/or used many of the original trails in the valley partly due to their slow speed and low impact from large volume low pressure tires. As mountain biking and other non-motorized uses have grown and expanded, there has been some conflict over the use of trials motos on much of the network, especially in areas close to neighbourhoods. This has resulted in some use displacement and trials users have responded by creating unauthorized trails in parts of the valley that are less suited to mountain bike or hiking use creating a more defined use separation in some respects. The continued use of trials motorcycles on the Whistler valley network is an issue that will require addressing to satisfy the varied and divergent opinions on the matter.

MUNM trails make up over 50% of the Whistler network, with a high number of access roads contributing to the 34% of Mixed-Use trails. Not including access roads, MUNM trails make up 80% of the total network.

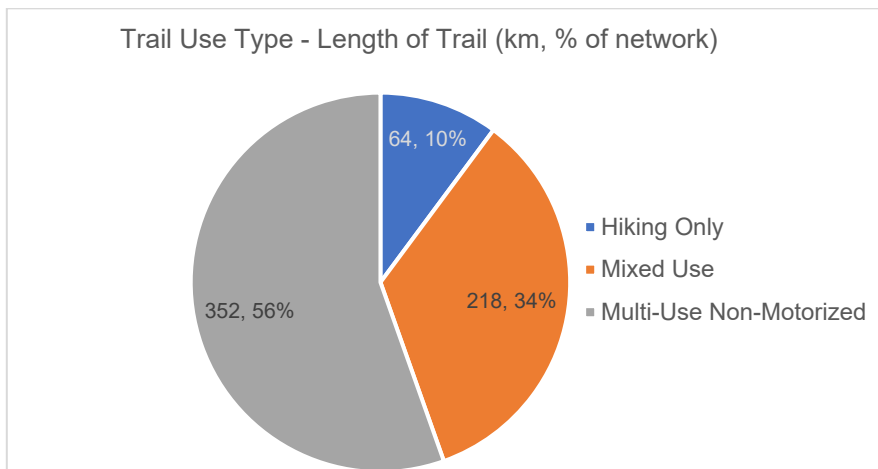


Figure 35: Summary of trail use type by total length in km, including access roads.

Trail Use Intensity and Density The Train Wreck trail, which is one of Whistler's most popular trails, regularly sees over 60,000 users per year.

Review of the Strava heatmap data indicated that ~54% of Whistler's total trail network was considered *High* use, 28% *Moderate* and 18% as *Low*.

Heaviest use in the valley was generally concentrated in Cheakamus, Lost Lake, Blackcomb CRA, Whistler North / Wedge area, Alpine Meadows / Rick's Roost area, Rainbow Falls, and the Lower Sproatt area on Westside – Sproatt.

While a suitable density calculation metric is still under consideration, anecdotally, high densities of trail within close proximity to one other occurs in a few areas in the network including, Lost Lake, Cheakamus on the east side of the river, the core Lower Sproatt area on Sproatt, the Rick's Roost area on Westside – Rainbow, the No Flow Zone in the Rainbow Emerald Neighbourhood area, and the Wedge Woods area of Whistler North.

Trail Difficulty Rating

As much of Whistler's early trail building was being done by resident trials motorcycle and mountain biking enthusiasts, there was a tendency to focus on creating challenging trails with steep and technical sections, and eventually other constructed trail features. This led to much of the network being rated Black Diamond (Most Difficult) and Double Black Diamond (Expert), although focused efforts by the RMOW and WORCA throughout the network in the previous decade has substantially altered that historical imbalance by creating more Blue Square (More Difficult) trails and options throughout the network, improving useability and making the network more suitable for a wider range of users, including pedestrian users.

Excluding access trails, the most common trail difficulty rating is Blue, which accounts for 32% of the network (Figure 4). There are 27 Blue Square trails over 143 km. Black Diamond trails make up 31% of the network, on 110 trails totaling 137 km in length. Green Circle (Easy) trails account for 11% of the network, with 23 trails covering 50 km in length. Double Black Diamond (Expert) rated trails make up 7% of the network, with 27 trails covering 28 km. Hiking Only trails and Mountaineering routes account for 18% of the total network, with 25 trails covering 80 km.

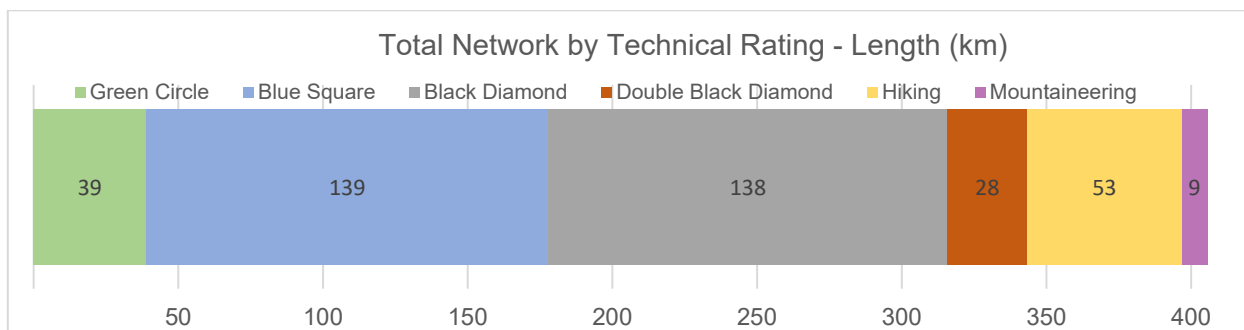


Figure 36: Total length (km) of trail by difficulty rating

RSTBC is currently undertaking a 'Mountain Bike Pilot Project' process that seeks to review and update management policies and trail standards. This is a Provincial process that has been underway for a few years to determine if and how a standardized approach to trail ratings can be applied universally across the Province. In Whistler both the RMOW and WORCA have assessed portions of the network against the proposed standards to attempt to quantify potential impacts in how trails are rated within our network. This feedback has been provided back to the Province and included in their review. The outcome of this process is yet to be determined or decided and will need to be assessed at such time as the process is complete.

Planned Trails

Planned trails are either existing planned and authorized but not yet unconstructed, planned trails currently waiting for an authorization application to be approved, or trails that have received authorization to construct, and those currently under construction.

Each network area describes currently planned trails within their boundaries. WORCA's 2017 long term trails visioning exercise and the 2012 Report on Whistler Area Hiking Trails should be considered in any future Master Planning process.

Authorization Status

Trail authorization status is categorized as per Section 1.6.

67% of Whistler trails (386 km) have some form of authorization, 15% are Existing Unauthorized trail (89 km) and 18% are Other Unauthorized trail (105 km). (Figure 5)

34% of the total Existing Unauthorized trails are in the Westside – Sproatt network (38 trails, 23km) followed by Westside – Rainbow at 22% (24 trails, 24km) of the total. Cougar Mountain has the most km (29km) of Other Unauthorized trail and Westside – Sproatt the highest number (32 trails 24%) of Other Unauthorized trail.)

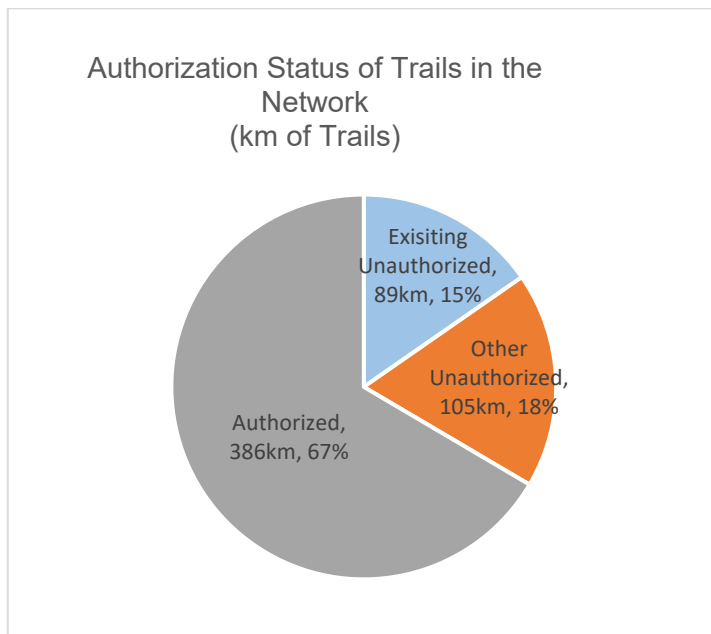


Figure 37: Authorization status of the Whistler trail network in km, excluding access.

Maintenance Responsibility

Whistler's trails are maintained by a variety of organizations dependent on the land manager or ownership. WORCA, Whistler Blackcomb, the RMOW and public volunteers are the main contributors to trail maintenance throughout the network (Figure 6). The RMOW and WORCA combined, maintain over 80% of the entire Whistler trail network:

- 39% of trails are maintained by WORCA.
- 37% of trails are maintained by RMOW, of which ~40% are in Lost Lake Park.
- 2% of trails are jointly maintained by WORCA and RMOW
- 9% of trails are located within both CRA's and managed by Whistler Blackcomb, not including the WBP or lift-accessed alpine hiking trails.

WORCA maintains over 50% of trail in three of the trail network areas, based on the length of trail, including 70% of Whistler North, 90% of the Rainbow/Emerald and 53% of the Cheakamus trail areas. The RMOW maintain 90% of tails in Lost Lake, 80% in Callaghan and 60% of the trail in the Westside – Sproatt area. 90% of trail maintained by the ACC are in Westside - Rainbow.

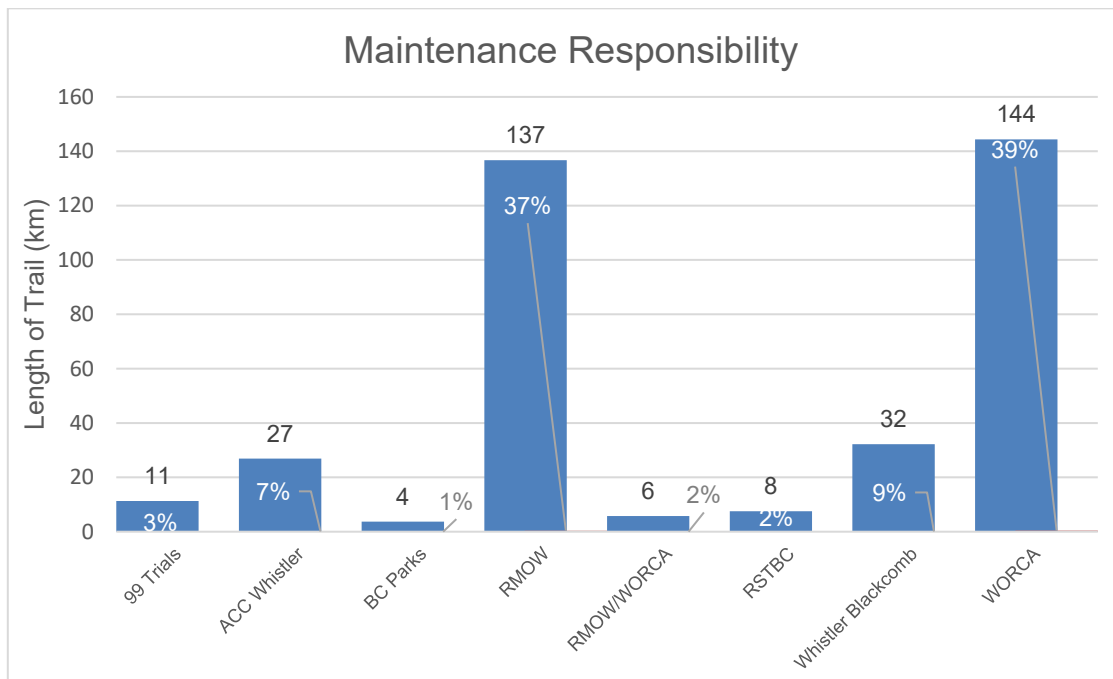


Figure 38: Maintenance responsibility of trails in the network, by number of trails and total length

Land Manager/Ownership

The study area comprises of a variety of land ownership including Crown and Municipal land and property and private property and is based on length (km) of trail (Figure 7).

- 51% of Whistler trail are located on Crown land, (with an additional 8% on Crown Provincial Land titled parcels) with 11 % in the Whistler Interpretive Forest.
- 11% of trails are on Municipal property.
- 4% of Whistler trail are on private property.
- Over 60% of Existing and Other Unauthorized trails are on Crown land, with 5% on private property and 12% in the CRA's, with the remaining 23% comprising of RMOW or undefined ownership.

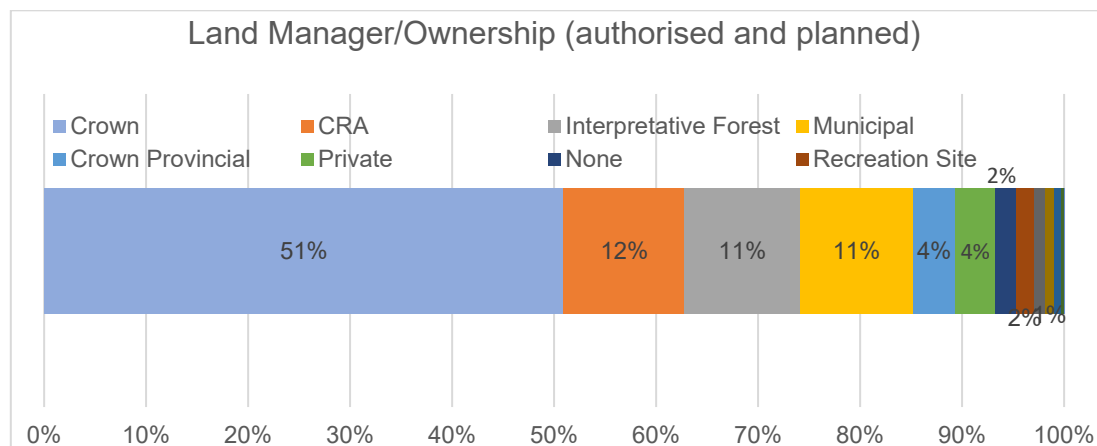


Figure 39: Land manager and ownership classes of the Whistler Trail Network, displayed as a percentage and calculated by total km of trail.

For trails that are located on Crown land 30% (more than 100km) are in Westside - Sproatt area. 25% of trail on private land occur in the Cougar trail network and 25% in Westside Rainbow. 55% of trails located on Municipal land are in Lost Lake Park.

3.1.4 Access and Staging Areas

Primary Access Points

The nature of the Whistler Valley's orientation and the location of trails surrounding residential neighbourhoods has resulted in a network that is accessible from many points in and around the study area. Given the extensive number of access points to the network throughout the valley, the primary access points for each network area are detailed in areas specific section below.

Designated Staging Areas

The majority of DSA's located within the study area are managed by the RMOW, the Province, and occasionally by a third party like Whistler Blackcomb. The cost of construction and operation for these types of staging areas are high due to the provision of a heightened level of service over other parking options and to minimize long term operating, maintenance, and lifecycle replacements costs.

In many instances, these staging areas are used by a range of user types and in some cases, the primary use of them is for activities not specifically related to recreation trail use or access. During busy summer months, some of these formalized staging areas see high use by both residents and visitors seeking access to destinations rather than trail including Whistler Village and various parks and lakes. DSA's are generally detached from residential neighbourhoods or separated by short distances and buffered by treed vegetation, which can limit neighbourhood impacts.

Informal Staging Area

Informal Staging Areas are generally gravel parking lots capable of accommodating multiple vehicles without any formal parking organization. The locations typically serve adjacent destinations, trails, trailheads, or access to a trail network area. Amenities, if at all present, are generally limited to a map kiosk and occasionally could include an outhouse or porta potty.

The municipality has no jurisdiction over these types of staging areas as they are located upon lands controlled by the Province (Ministry of Forests, Recreation Sites and Trails BC, Ministry of Transportation and Infrastructure) or are privately held. Relevant examples to the RTS project include the large gravel area south of Function Junction on the south side of Highway 99 to access Train Wreck via Lower Yer Saddle, or the area of the Cougar Mountain FSR/Highway 99, or many locations within the Whistler Interpretive Forest.

Roadside Parking

Roadside and street parking occurs throughout the community in residential neighbourhoods and other less populated areas. This occurs on both municipal roads, private and forest roads, and along Highway 99, however this assessment recognises that only municipal roads are within the RMOWs remit. While on street parking areas is regulated by municipal bylaws, their use for recreation trail access is not specially managed by the municipality.

While this type of use happens throughout most of the developed portions of the community, the negative impacts related to roadside parking as it related to trail access have been particularly prevalent in three locations:

- Alpine Meadows neighbourhood. In this situation users seeking access to the Skywalk Trail network generally park on Mountain View and Valley Drives, or at the top of Alpine Way, all of which are space limited and lack any amenities.
- Stonebridge and Nita Lake Estates neighbourhoods. Here, users typically prefer to start their trips as close to, and at the highest possible elevation, to the Flank Trail/Into the Mystic climb which provides access to the popular Sproatt Mountain alpine trail network. The area surrounding Nita Lake Estates on Alta Lake Road sees available roadside locations frequently filled to capacity by recreation trail users. This contributes to negative impacts to adjacent residential properties and can create road safety issues.
- Blackcomb Benchlands. Here, users are avoiding paid parking in village lots 1-5, utilising Spearhead Drive and other roads to access recreational trail on Blackcomb, in Lost Lake, and the Whistler Bike Park as well as to access the Village and Upper Village.

In response to public complaints the RMOW installed improved signage to provide parking/no parking guidance and encourage respectful behaviour. This approach has proven successful and has been applied at localized “hot spots” across the municipality.

4 METHODOLOGY

This section explains how the inventory and analysis was conducted.

As part of an earlier phase of the project, many existing guiding documents, management plans, and maintenance policies were used to help inform project direction. This includes but is not limited to:

- Whistler’s Official Community Plan (RMOW, 2018)
- Climate Action Big Moves Strategy (RMOW, 2020)
- Road Based Access Management Plan (Cheakamus Community Forest, 2018)
- Strategic Plan 2017-2020 (WORCA, 2017)
- Mountain Bike Trails Master Plan and Engagement (WORCA, 2017)
- Human-Grizzly Bear Conflict Mitigation Strategy for the Mount Sproatt/Rainbow Mountain Alpine Trails (RMOW, 2019)
- Draft E-Mobility Device Policy (RMOW, 2019)
- Authorizing Recreational Mountain Bike Trails in Provincial Crown Land – Operational Policy May (MFLNRO, 2013)

The next step in undertaking recreation trail strategy and planning work is first having a comprehensive understanding of what the kind of trails and support infrastructure that exist on the ground, including where they are, what kind of activities take place on them, their difficulty, who’s responsible for maintaining it, and overall, how it all ties together across the landscape.

Analysis of Whistler’s inventory of existing trails and infrastructure network began in 2022 and has been reviewed an updated over that time as new information and data has been received. The assessment excludes

Whistler Blackcomb's Controlled Recreation Area, Garibaldi Provincial Park (BC Parks) and Whistler Olympic Park, but engagement will occur with these organizations for compatibility reasons as much as possible.

The trail asset inventory analysis and discussion includes an overview of each area, review of Environmental Attributes, and Trails and Infrastructure including, Trail User Groups, Trail Use Types, Key Trails, and Key Destinations and Viewpoints. Trail Use Intensity and Density, Trail Difficulty Ratings, Planned Trails and Access and Staging Areas are also summarized.

Data for the trail inventory was obtained from multiple sources, including the Province of BC, RMOW, Trailforks, privately collected GPS Tracks, in addition to input from land managers, stakeholders and the public. The data was analyzed using ESRI ArcGIS and Microsoft Excel. Trail attributes, such as name, authorization status, and land use, were either obtained from the data sources or updated using expert knowledge. The trails were then segmented based on network area and land use before being categorized. The final report will include consolidated and summarized data, limited by the available knowledge and data at the time of analysis (2022).

The statistics provided in the report are generally based on trail length in kilometers, with some counts based on discrete trail asset names where noted. For instance, Into the Mystic Lower and Into the Mystic Upper are treated as separate trails. Access and Forest Service Roads (FSRs) are included in the analysis where appropriate and indicated accordingly.

4.1 Environmental Attributes

The Whistler area is filled with a diversity of environmentally valuable resources that the community has identified as requiring careful consideration in the context of trail planning, and management. A summary is provided within each area discussion detailing the biogeoclimatic zones and subzones that are used to describe the ecological characteristics of the area. Additionally, environmental features such as major lakes, rivers and mountains that are either within the area or can be accessed from.

4.2 Trail User Groups

Trail users throughout Whistler are primarily made up of non-motorized users, while there is more limited use of trials motorcycles on the network on some historically constructed and used trails. Other motorized use generally takes place on FSR's and old resource roads, although there are few if any purpose-built motorized trails.

User groups were broken up into the following non-motorized and motorized categories and related activities.

Non-motorized

Pedestrian

- Hiking
- Trail running
- Dog walking
- Nature viewing
- Forest bathing

Off-road cycling

- Mountain biking
- Adaptive mountain biking (aMTB)
- Gravel - Use taking place on many Green and some Blue trails as this segment expands.

Other

- **E-bikes** – Class 1 managed as own use type, with some restrictions on areas of use, but generally permitted similar access to mountain bikes on Multi-Use Non-Motorized (MUNM) trails.

- **Trials Motorcycle** – Generally allowed on many historic trails in Whistler, although much of the new non-motorized trail development is not necessarily suitable for this use.

Motorized

- E-bikes - Class 2+
- Motocross
- Dual-Sport
- All-Terrain Vehicle (ATV)
- Utility Task Vehicle (UTV) / Side-by-Side
- 4x4 – Jeeps, trucks, etc

4.3 Trail Use Types

Trail use in Whistler is managed in many different ways including directional or user group restrictions, or by designated primary user group. Categories and use types used throughout Whistler are listed below.

Directional Use

- One-way – Designed and expected to be used in one direction only.
- Two-way – Suitable for use in either direction.
- Uphill Primary- Designed and expected to be used in ascending direction, descenders should expect and yield to uphill traffic.
- Downhill Primary – Designed and expected to be used in descending direction, ascenders should expect and yield to downhill traffic.

Single Use

Use is restricted to the identified user group; all others are prohibited.

- Pedestrian (Hiking Only)
- Biking (n/a currently)
- Trials (n/a currently)
- Motorized (n/a currently)

User Primary

The trail is primarily used by a particular user group and users should expect that use to dominate, although all others are welcome to use the trail.

- Bike Primary (other NMMU allowed)
- Hike Primary (other NMMU allowed)
- Trials Primary (other NMMU allowed)

Multi-Use Non-Motorized (MUNM)

These trails are suitable for all *Non-motorized* and *Other* category users.

- Pedestrian
- Off-road Cycling
- Class 1 E-bikes
- Trials Motorcycle (historic, although limited use on some Whistler valley trails)

Mixed-Use

Generally limited to FSR's, resource roads, and other access that does not prohibit motorized use. Suitable for all categories of users, non-motorized users should expect motorized users.

- All non-motorized uses
- Motorized

4.4 Trail Use Intensity and Density

Determining relative use levels across the network is an important aspect in understanding how the network is being used and to what intensity. Trail counters have been installed on key trails throughout the network over the years, although they generally only quantify use on specific trails and allow for some additional use patterns to be extrapolated onto the network area they're located in.

Online activity tracking apps have begun to utilize user GPS aggregate data to generate heatmaps that depict the relative levels of use on all trails and routes across the network. The most common apps providing this type of information include Strava and Trailforks. While use of these applications is limited in respect to the overall user numbers, they can provide insight into popularity of trails that, anecdotally, does appear to track with how the network areas and trails are being used.

Heat map information is generated through a process of combining all activities that overlap from low to high use with a progressive colour scheme such as faded red lines increasing in colour intensity to darker red as use levels increase and then the highest use areas showing as bright red/yellow as shown in the example image from Strava (Figure 1), below. The information is only relative to the local area and simply represents increasing levels of use from least used to most used but does not represent a total number of users. This data is useful to quickly visualize trail and network utilization, especially in the absence of an extensive trail counter network which would be cost prohibitive and require extensive planning and management to effectively implement and generate useful statistics.

In an attempt to provide a generally quantified high-level view of trail use levels within the Whistler network, a review of Strava heat map use data was conducted by assessing the mapping and assigning a use level attribute of High (any trail with yellow), Moderate (any trail with denser and darker red), and Low (any faded red with limited density) to trails in the Inventory. Ultimately this analysis was just a snapshot in time and year to year use patterns can change based on many different factors such as time of year, trail conditions, weather, new trail openings, special events and races can all greatly influence use of the network on a seasonal or yearly basis.

The density metric is more challenging to calculate as each of the 12 network areas in the study area are different sizes, including large areas without development or trails which could result in trail density calculations that are 'low' even though there may be localized areas within the network areas of much closer trail proximity and a higher density. Developing a methodology to calculate more local and relative density should be considered for use in a future potential trail planning tool.

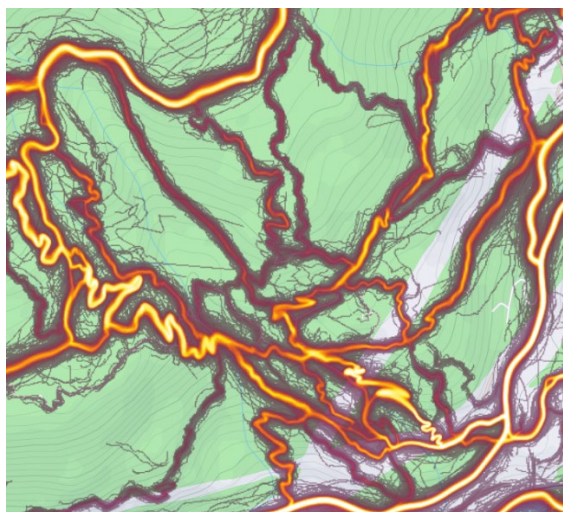


Figure 40: 2022 Strava Heatmap example showing the intensity of use in the Lower Sproatt area within the Westside – Sproatt area.

Trail Difficulty Ratings

Trails in Whistler are rated following the RMOW's [Whistler Trail Standards](#) which were developed in 2003. While this system includes Type I paved trails (Valley Trail), they were not considered in this analysis. The inventory focused on the primary off-road trail types II - V which feature difficulty ratings from Easiest to Expert in addition to Hiking and Mountaineering as shown in Table 1 below. These ratings are used for mountain biking specific and Multi-Use Non-Motorized (MUNM) trails (e.g. Mountain biking including Class 1 e-bikes, pedestrian uses, and trials motorcycles). Mixed-Use trails are also considered within the inventory and are primarily comprised of double track, forest service roads and other access roads that do not preclude motorized use (e.g. side by side 4x4, motocross and dual sport motorcycles, Class 2 and above e-bikes) but are not part of the rating scheme. Some hiking specific trails and groups also utilize the SAC Hiking Scale rating system, although it is not as common or well understood in Whistler for most users.

Table 37: Whistler Trail Standards Trail Rating System

Trail Rating Symbol	Difficulty	Trail User Type	Perceived Ability Level
White Circle	Easiest	Multi-Use Non-Motorized Mountain biking including class1 e-bikes, Adaptive MTB (aMTB) Trials Moto, other kinds of cycling, foot traffic (including but not limited to dog walking, trail running, hiking)	New
Green Circle	Easy		Beginner
Blue Square	More Difficult		Intermediate
Black Diamond	Most Difficult		Advanced
Double Black Diamond	Expert		Expert
Hiking Only	The SAC scale sometimes used	Hiking Only - Foot traffic only	Intermediate
Mountaineering	The SAC scale sometimes used	Mountaineering - Foot traffic only	Advanced to expert
Mixed Use	No Scale	Mixed Use - All traffic including motorized and equestrian use	Beginner to intermediate

Access	No Scale	All traffic	N/A
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4.5 Planned Trails

Planned trails are either existing planned and authorized but as yet unconstructed, planned trails currently waiting for an authorization application to be approved, trails that have received authorization to construct, and those currently under construction.

4.6 Authorization Status

Trail authorization status was categorized in to three groups for analysis as follows.

- **Authorized trails** – These trails have some form of official sanction or authorization and include trails under the prevue of RSTBC in Provincial Recreation Sites and through authorizations and Partnership Agreements with local user groups or the RMOW, which also builds and manages trails in their Parks and property. Trails on Whistler and Blackcomb CRA are covered under their Master Development Agreement. Trails located on private property on established easements or right of way and with agreements from landowners are also included.
- **Existing Unauthorized trails** - Publicly known and recognized by local user groups and the RMOW, even though they are not authorized by the Province. These trails are publicly visible on Trailforks and other map applications, are actively maintained and generally considered as adhering to environmental and safety best practices and suitable for being public facing.
- **Other Unsanctioned trails** – These are other known unauthorized trails built and/or maintained by public users although deemed unsuitable for public knowledge due to any number of reasons from difficulty, sensitivity, or other issues. As such, these trails are generally *not* publicly viewable on Trailforks. These trails are known to exist by land managers, stakeholders and some trail users, and are mapped, although not public facing. These trails were included in the overall network analysis dataset.
- *Access, double track, FSR and the Valley Trail are not included in the authorization status analysis.*

4.7 Maintenance Responsibility

Whistler's trails are maintained by a variety of organizations, informed by the land manager or ownership type. ACC-W, WORCA, Whistler Blackcomb, the RMOW, and unaffiliated public volunteers are the main contributors to trail maintenance throughout the network. This information was supplied by the RMOW for the analysis.

4.8 Land Manager/Ownership

The study area comprises of a variety of land ownership including Crown and Municipal land and property and private property and is based on length (km) of trail. A spatial data overlap analysis was conducted on the trails data and its overlap with information from Parcel Map BC and Crown Land Tenures – BC Data catalogue and the RMOW GIS department.

4.9 Access and Staging Areas

Whistler offers a variety of recreational parking and staging locations from large-scale day lots in the center of the village to roadside parking. In the context of the RTS, and for this analysis, parking areas are defined as staging areas that provide parking and staging for trail access. Places predominantly used for access to municipal lakefront parks, privately owned parking areas (e.g., Creekside underground, Nicklaus North Clubhouse), School District parking, and parking to non-trail-based recreation opportunities (e.g., River of Golden Dreams pullout in Nicklaus North) were not considered. This does not negate the understanding that other areas may be used by the public for recreational trail access, however, recreational user numbers utilizing these parking areas are generally considered to be limited due to the distance from trailheads.

Whistler's current recreational trail staging can be generally categorized into three types:

- **Designated Staging Areas:** Feature a full suite of amenities to serve users who are traveling by to recreate in a general area and are typically attached to specific recreation or leisure destinations. Could be asphalt or gravel surfaced. Examples – Rainbow Falls/Lake on Alta Lake Road, Whistler Interpretive Forest at Highway 99
- **Informal Staging Areas:** A gravel surfaced parking area capable of accommodating multiple vehicles, typically featuring a limited set of amenities. Example – Mons Road at Riverside Campground to access Disc Golf and Lost Lake Park
- **Roadside Parking Areas:** Utilized by trail users in residential neighbourhoods and less populated areas near trailheads or trails. May be managed by parking restriction signs but many in non-neighbourhood areas are unmanaged. Generally, very few if any amenities are provided in these locations. Examples – Alta Lake Road/Nita Lake Drive, Alta Lake Road/ Stonebridge Drive