



Recreation Trails Strategy

FINAL DRAFT June 2025

FINAL DRAFT- RECREATION TRAILS STRATEGY

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NOTE: maps and images to be included in final document

Territorial Acknowledgement

The Resort Municipality of Whistler is grateful to be on the shared, unceded territory of the Líl'wat People, known in their language as Líl'wat7úl, and the Squamish People, known in their language as Skwxwú7mesh. We respect and commit to a deep consideration of their history, culture, stewardship and voice.

The Resort Municipality of Whistler is grateful to be on the shared, unceded territory of the Líl'wat People, known in their language as Líl'wat7úl, and the Squamish People, known in their language as Skwxwú7mesh.

We respect and commit to a deep consideration of their history, culture, stewardship and voice.



Whistler is located on the unceded territories of the Líl'wat Nation and Skwxwú7mesh Úxwumixw who have lived on these lands since time immemorial. Living and working in this place, colonially known as Whistler, is a gift that we share with both the Líl'wat7úl and Skwxwú7mesh.

We recognize that there are thousands of years of complex systems of governances that have gone into shaping this shared territory. We commit, as a local government only recently in existence within these lands, to a deep consideration of the Líl'wat7úl and Skwxwú7mesh's history, culture, stewardship and voice and how this shapes our work.

Introduction and Purpose

In Whistler, public recreational trails exist on the unceded territories of the Líl'wat Nation and Skwxwú7mesh Úxwumixw. It is important to recognize the traditional uses of the land by both the Líl'wat Nation and the Skwxwú7mesh Úxwumixw for thousands of years. These uses include hunting, gathering, trading, and ceremonial activities, which establish a unique meaning and direct relationship with the land now commonly known as Whistler.

Today, portions of these unceded territories are managed by the Resort Municipality of Whistler (RMOW), the Government of British Columbia (the Province), private landowners, and in some cases lease holders. Not surprisingly, decisions related to Whistler's trail network can be complex given the multiple government jurisdictions and many local interest groups involved.

This Recreation Trails Strategy (RTS) will guide decisions about how we develop, improve, access, fund, and manage non-motorized trails and trail amenities (e.g., staging areas, signage, etc.) within the RTS study area (see map in the Trail Inventory section). The RTS does not specify the number, location, or types of trails; this would be the focus for a future and more detailed non-motorized Comprehensive Trails Plan.* The RTS was developed to align with Whistler's Vision and Official Community Plan, the Climate Action Big Moves Strategy.

The RTS reflects data compiled from many sources and contributors, and incorporates the latest ideas, community input, standards, and best practices on trail network development and management. The RTS is envisioned as a living document that will be adjusted as necessary over time to reflect evolving opportunities, challenges, and priorities. Please note that the data presented in this document was collected in 2022.

[SIDE BAR] *A Comprehensive Trails Plan (CTP) would build on the RTS to identify location-specific priorities for additions or improvements to the trail network, such as new staging areas, trails for improved connectivity from neighbourhoods to trailheads to encourage active transportation, environmental and cultural considerations, green and blue level trails to reduce the pressure on Lost Lake Park, accessible mountain bike trails, trails for new rider skill development, tourist destination trails, and trails to enable access to recreation activities/amenities (e.g., rock climbing, kayaking).

Evolving Terminology

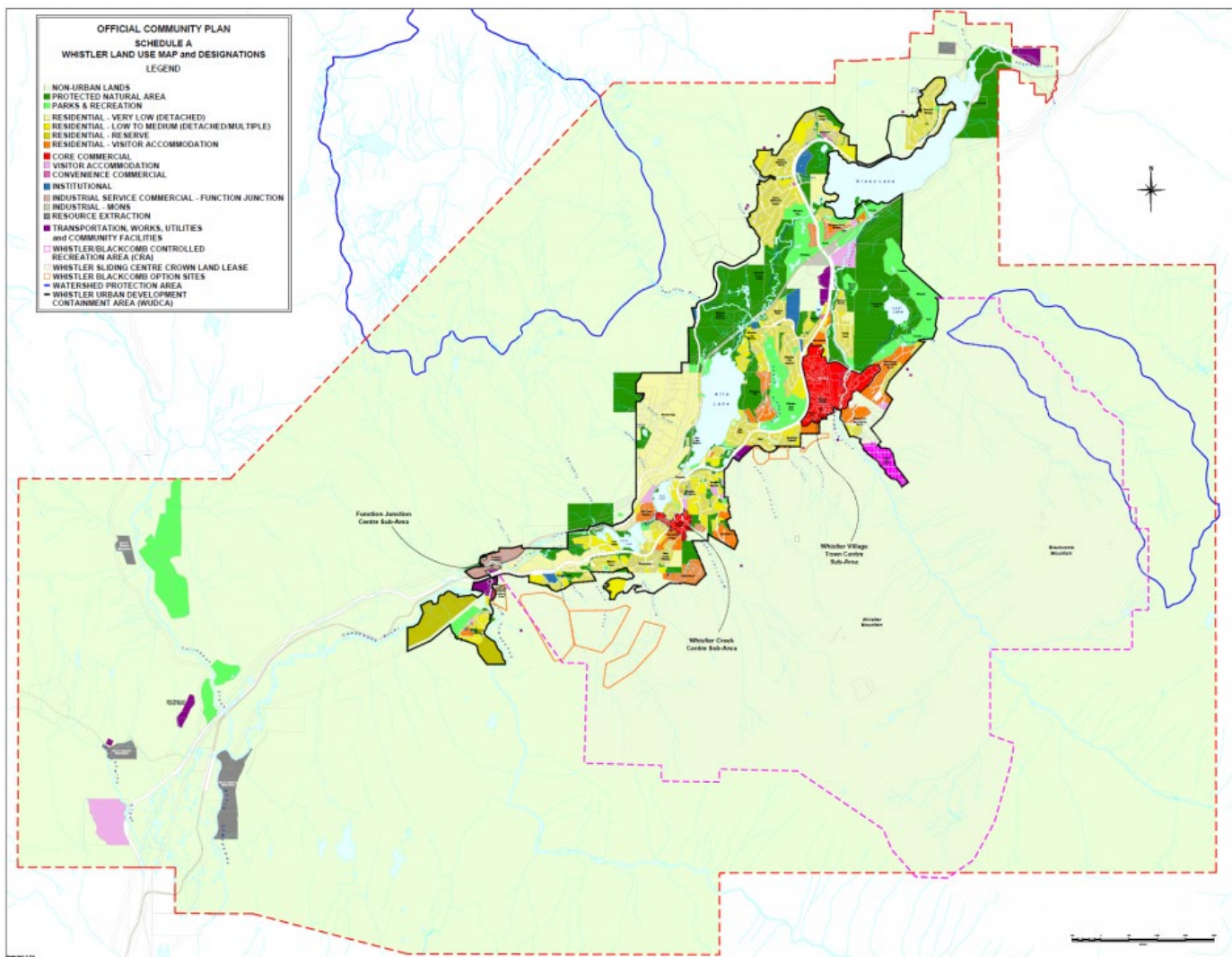
As we strive for a more inclusive and respectful dialogue about land and its history, it's crucial to recognize that terms like Crown land, stakeholders, and master plans carry negative connotations and are no longer appropriate. Moving forward, we are replacing these terms with unceded territories, partners, and comprehensive plans to honor the true ownership and stewardship of the land and its rightful caretakers. Together, we can foster an atmosphere of understanding, respect, and reconciliation. For more information, see Appendix A.

Project scope

The RTS focuses on Whistler's authorized and unauthorized public recreation trails, including free-access public trails within the Whistler Blackcomb Controlled Recreation Area (CRA) (e.g., Microclimate) and forest service roads (FSRs) that provide hike/bike access to important destinations or trails (e.g., Cheakamus Lake FSR access to Cheakamus Lake and Flashback Trail). The RTS also considers trail-related amenities such as trailhead parking and washrooms, trail signage, lookouts, etc. The RTS does not include the Valley Trail, Whistler Bike Park trails, lift-accessed hiking trails in the CRA, trails managed by BC Parks or Whistler Olympic Park, and FSRs generally not used for hiking/biking (e.g., Callaghan Creek FSR).

The geographic scope of the project covers the area within Whistler's municipal boundary but extends beyond to include trails of municipal interest or investment such as the alpine trail networks on Mount Sproatt and Rainbow Mountain and the trails within the Whistler Interpretive Forest.

While non-motorized, non-winter (i.e., spring, summer, fall) recreational trail use is the focus of the RTS, there is one motorized exception: trials motorcycles. Trials motorcycle use is included as it predates mountain biking in Whistler, continues to this day, and many of today's mountain bike trails originated as trials motorcycle trails. Dirt motorcycles (also known as dirt bikes), snowmobiles and snow bikes are excluded from this project as they are prohibited from using the recreational non-motorized trails targeted in this project. Snowmobile use on Mount Sproatt and Rainbow Mountain are also excluded from this project. These uses are currently managed by the local snowmobile clubs and Recreation Sites and Trails BC, with direct input from the RMOW.



RTS Development and Community Engagement

Following the project planning phase in 2021, the RTS was developed in four phases beginning spring 2022 and ending spring 2024. Several RMOW committees were involved in three of the four phases, and phase two (2022) and three (2023) included community engagement conducted via pop up in-person events, online surveys and online information sessions. The input from the community engagement is presented in summary documents available on the RTS project page whistler.ca/RTSRMOW staff also engaged with the Líl'wat Nation and Skwxwú7mesh Úxwumixw to inform them of the process, answer questions, and receive comment and feedback to incorporate local Indigenous perspective into the strategy.

Cascade Environmental Resource Group (Cascade) were the lead project consultants, providing the detailed trails inventory, research, mapping, and recommendations that informed this RTS. RMOW staff provided technical expertise and guidance. WCS Engagement + Planning led the community engagement process and supported the planning process and strategy development.

What we're trying to achieve

The vision and objectives for Whistler trails were developed through the project planning phase in 2021 that included a community survey, which received 799 responses.

Objectives

These statements articulate what we're aiming to achieve with Whistler's trails and trail-related amenities. They are in no particular order and the intent is to work toward achieving all objectives. At times, trade-offs will need to be made between them and critical factors, values and specific circumstances will need to be considered.

Community

- Protect and preserve Indigenous rights and title, cultural sites and areas, access and help to advance reconciliation with the Lílwat Nation and Skwxwú7mesh Úxwumixw
- Support the physical, mental, and spiritual health and well-being of all residents and visitors.
- Enable accessibility options for persons with mobility restrictions.
- Minimize conflict between all user groups, wildlife, and other interest-holders.
- Ensure appropriate safety standards are maintained.
- Minimize risk and liability to land managers and trail maintainers.

Environment

- Protect sensitive ecosystems, wildlife and their habitat, biodiversity, and water sources. Where natural areas are accessed and enjoyed for recreation and overall wellbeing, do so in a responsible way.
- Minimize the need for and impacts of private vehicle use to access trails to help advance community climate action and active transportation goals.
- Increase trail user appreciation of trails and the natural environment with which they coexist, including its cultural and Indigenous heritage and value.

Tourism-based Economy

- Contribute to the tourism-based economy with a diversity of trail options that consider changes in user expectations over time.
- Optimize the financial investment in the trail network and supportive infrastructure across user groups and trail managers.
- Strive for clarity and consistency of trail policies and ratings between Whistler and other areas in the province where appropriate.

Sense of Place

- Enhance Whistler's mountain culture and sense of place.

Vision

The statements below articulate the vision of what Whistler trails and trail-related amenities *must be* in order to achieve the objectives.

Whistler's diverse trails connect us to this place, bring us together, and help us escape. They deliver adventure and serenity, and they contribute to individual health, community wellbeing, and economic prosperity. They are carefully planned and built to respect the unceded traditional territory within which they are located.

With an understanding of all that they deliver, Whistler will continue to work toward a network of trails that are:

Sufficient, supported, and within limits.

This means:

- Limits to trail development are understood and adhered to, and they include environmental, archaeological, cultural, experiential, and financial considerations.
- There are enough trails to maintain quality user experiences for a diverse range of users.
- Trails are supported within financial and human resource means, and with adequate and sustainable funding approaches.

Carefully planned.

This means:

- Reconciliation with the Lílwat Nation and Skwxwú7mesh Úxwumixw is advanced through consultation
- Land managers and trail interest groups are engaged in the planning
- Culturally and environmentally sensitive areas and critical wildlife habitat are avoided.
- Impacts on natural areas and wildlife are minimized, and climate change impacts are mitigated.
- Trailheads and staging areas are located to have minimal impact on residential areas and to minimize the need for and impact of access by private vehicle.
- Diverse trail types and difficulty levels provide a variety of recreation and leisure experiences for everyone.
- Trails are linked together, and connections are off-road as much as possible.
- The trail network is well-signed.
- Trails receive authorized status before being built.

Responsibly built, maintained, and managed.

This means:

- Safety and construction standards are adhered to.
- Trailheads, staging areas, and trail use are monitored and managed to protect the environment, trails, trail users, and their experience.
- Where trail demand exceeds trail and environmental capacity, responsible and innovative management practices are employed

Responsibly accessed and used.

This means:

- Trail users care for and support trails, choose appropriate trails based on conditions, respect trail closures, and protect the natural environment.
- Trail users are respectful of each other and follow trail etiquette.
- Trail users are respectful of trailhead areas, neighbours, and parking restrictions.
- Trail access and connectivity makes it easy for users to choose active forms of transportation to get to trails as much as possible.
- Trails, the environments they pass through, and destinations are promoted based on their capacity to support use.

Where we are now

Overview

Whistler's extensive and diverse recreation trail network is the result of decades of both authorized and unauthorized building. While authorized trail building has been mainly led by the Whistler Off Road Cycling Association (WORCA), the Alpine Club of Canada – Whistler Chapter (ACC-W), and the RMOW, unauthorized building by passionate trail users has resulted in both positive and negative outcomes.

Collectively, Whistler's non-motorized recreational trails:

- Provide a renowned recreational experience for thousands of people annually
- Contribute significantly to local and provincial economic activity in the summer
- Support the physical, mental and spiritual health and well-being of Whistler residents and visitors
- Enhance the sense of place and way of life in Whistler.

The natural environment in which trails are located underpin these health, social and economic benefits.

The network exists in a range of environments, including valley bottom areas, forests of second and old growth trees, logged areas, and alpine zones. It also exists across a variety of jurisdictional responsibilities, and while some trails are formally recognized others are not. Those that are formally recognized are managed by a variety of organizations overseeing a complex, yet incomplete, ownership and responsibility matrix.

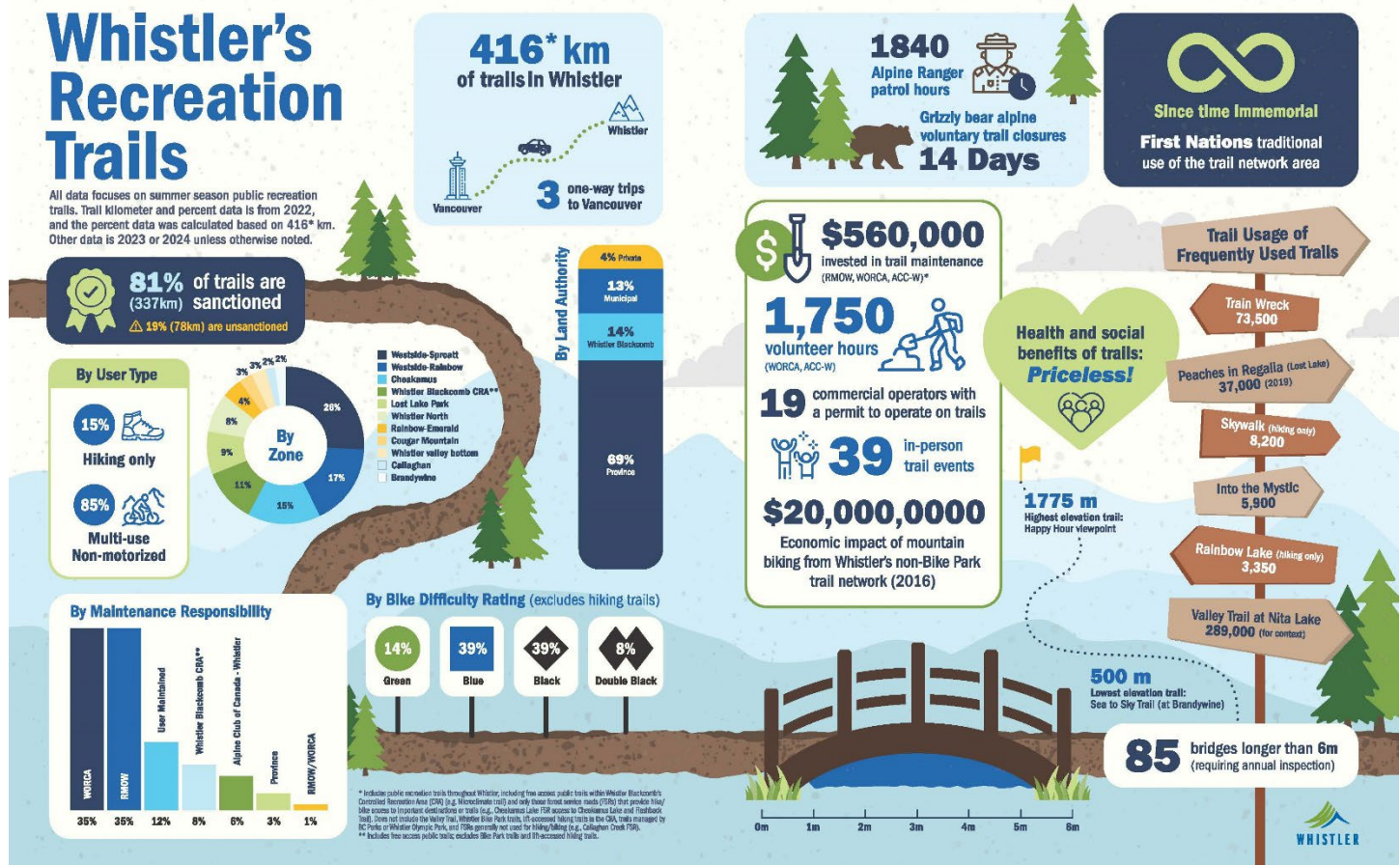
Whistler trail users include hikers, mountain bikers, trail runners, dog walkers, events, and commercial users. It is also important to recognize the traditional uses by both Lil'wat Nation and Skwxwú7mesh Úxwumixw for thousands of years including hunting, gathering, trading and ceremonial uses that establish unique meaning and direct relationship with the land now commonly known as Whistler. Over the last five years, recreational trail use has increased significantly in almost every jurisdiction in the province, and Whistler is no exception. This recent explosion in trail use has been fueled by population growth, e-bike technology, and the COVID-19 pandemic.

Surging use brings new and exacerbated challenges, including those related to trailhead parking and amenities, trail overcrowding, trail maintenance, natural areas protection, wildlife compatibilities, and protection of culturally significant sites.

There have been various trail-related planning, development, maintenance, and management initiatives over the years by a collection of partners and players, including trail builders, WORCA, RSTBC, ACC-W, and Trials 99. Moving forward, this RTS provides the basis for comprehensive trail planning that spans all partners, and land ownership and management types to address interconnected trail-related opportunities and challenges. The aim is to ensure trails are formally reviewed and authorized, continue to deliver health, social well-being, and economic benefits, mitigate environmental impacts, and recognize, protect, and amplify First Nations rights, interests, and culture.

Trail Inventory

The map and graphic on the next pages provide an overview of Whistler's vast network of 416 kilometers of public recreation trails (authorized and unauthorized), including free access public trails within the Whistler Blackcomb Controlled Recreation Area (CRA) (e.g., Microclimate) and only those forest service roads (FSRs) that provide hike/bike access to important destinations or trails (e.g., Cheakamus Lake FSR access to Cheakamus Lake and Flashback Trail). It does not include the Valley Trail, Whistler Bike Park trails, lift-accessed hiking trails in the CRA, trails managed by BC Parks or Whistler Olympic Park, and FSRs generally not used for hiking/biking (e.g., Callaghan Creek FSR).



<<high level trail map, including the 12 areas>>

Financial Reality

The 2025 municipal budget process highlighted two important general directions in recognition of the RMOW's vast inventory of aging infrastructure: the need to limit new services and amenities and the need to increase municipal financial reserve contributions necessary to replace aging infrastructure.

Related to trails, this means the municipality will prioritize reinvestment in existing municipal trails before developing new ones that result in additional ongoing maintenance costs. Exceptions to this will be replacement of critical infrastructure (i.e., bridges, drainage works), addressing the ongoing impacts of high demand, and leveraging related initiatives.

For clarity, the development of new municipal trails is not currently a priority but may be an outcome of a future budget process.

How we're moving forward

This section describes the high-level direction for trails in Whistler and includes where we have 'more work to do' through more detailed assessment and planning. This could include development of a Comprehensive Trails Plan should it be needed to inform municipal trail planning once the municipal budget can again accommodate new amenity development.

How We Manage and Operate Existing Trails

Managing Whistler's extensive 416-kilometer trail network presents a variety of maintenance and operational challenges that are covered here.

Funding

The initial cost of constructing new trails is often eclipsed by the long-term maintenance expenses required to keep them in good condition. It is crucial for Whistler to secure sustainable funding sources, spread the cost to other partners, and carefully assess all new trail development projects to ensure they can be maintained over their lifetime.

In 2024, the RMOW invested approximately \$235,000 to maintain and repair trails and structures for which it is responsible, and WORCA received \$282,450 from the RMOW's Fee for Service program, also for trail maintenance. In both cases, the funds come from a combination of the Municipal and Regional District Tax and local taxpayers. Additional capital funding is received from the provincial Resort Municipality Initiative program for large-scale tourism related projects (e.g., development of the alpine hiking and biking trails on Rainbow and Sproatt Mountain and the Train Wreck and 21 Mile bridges).

Direction we're going

1. Leverage commercial and event use of trails to help fund trail maintenance and construction projects.
2. Pursue community amenity contributions from developers to support the trail network.

More work to do

3. Explore long-term funding models to support the ongoing maintenance of the trail network.
4. Investigate donation collection options at key staging, trailhead, and on-trail gathering areas.

Unauthorized Trails

The roots of mountain bike trail construction stem largely from the efforts of people with vision, passion, and strong backs. Most of Whistler's original mountain bike trails were built by passionate individuals and their efforts helped build the sport. The practice of building unauthorized trails continues to the present day.

While there are many successful and popular unauthorized trails, these trails can pose environmental risks, may have negative impacts on cultural and historical interests (particularly related to First Nations Rights and Title), and can introduce conflicts with landowners and land managers, and residents in nearby neighbourhoods. These risks and impacts are exacerbated by the current era of reconciliation and budgetary constraints, and they will ultimately undermine the credibility of the activities for which the trails are built.

Direction we're going

1. Communicate regularly about the potential impacts and legislative penalties of unauthorized trail construction as related to Líl'wat Nation and Skwxwú7mesh Úxwumixw interests, the environment, municipal property, private property, long-term trail development planning, the reputation of the sport(s), and financial support.
2. Work with volunteer trail builders to develop authorized trail corridors and associated objectives within which trail builders can apply their vision and skills.
3. Investigate reports of unauthorized trail construction quickly to limit negative impacts.
4. Enforce municipal bylaws and fines with respect to unauthorized trails wherever possible.
5. Where necessary, redirect municipal trail maintenance and operations budgets and grants to decommissioning and revegetating unauthorized trails located on unceded lands (currently managed by the province).

More work to do

6. Communicate with the Province about potential changes to the provincial authorization process to understand the maintenance implications of authorizing unauthorized trails.

Commercial and Event Use

Commercial and event use of Whistler trails has increased substantially over the past 10 years. Commercial and event activities include coaching and guiding hikers, trail runners, and mountain bikers, and events includes races and social gatherings. Approvals for such uses is made more complex by the variety of trail and land managers in the Whistler area. Commercial and event uses can help fund trail operations and maintenance efforts.

More work to do

1. Develop a policy (including fee structure and review process) and a policy guide for commercial and event use of Whistler's trails in collaboration with local interest groups.

Monitoring, Restrictions, and Communication

Communicating information about trails (including important information like trail closures due to grizzly bear activity) is a challenging yet important undertaking. This requires the coordination of many organizations and the use of many channels, especially when the trail user audience extends well beyond permanent residents who are relatively easy to reach.

Direction we're going

1. Expand use of on-site information boards (e.g., dry erase) at high use staging areas and trailheads to reach users who may not be connected to other trail information channels.
2. Continue to work with the Province to monitor grizzly bear recovery and activity, particularly in the Sproatt and Rainbow Mountain areas.
3. Continue to restrict e-bikes and dogs above the Flank Trail to mitigate environmental impacts with respect to grizzly bears, other wildlife, and sensitive habitat.

More work to do

4. Develop a coordinated approach between land and trail managers to effectively communicate trail closures or other trail-related announcements to the public.
5. Provide public access to the list of trail and land managers for Whistler's trails and communicate authority/responsibility as needed.
6. Explore a reservation system with maximum daily allowances on high-use trails and trail areas to maintain environmental objectives and user experiences.

How We Plan, Develop and Build New Trails

Trail Access and Staging Areas

Access is about getting to trails and staging areas are the locations where trail users prepare for and depart on their trail adventure. In Whistler, active and public transportation modes are prioritized and preferred over the use of personal vehicles according to Whistler's Official Community Plan and the Climate Action Big Moves Strategy. However, vehicle access is still needed by some trail users and in some locations. Access also needs to consider new ways of getting to trailheads as well as potential restrictions for nightly, seasonal and weather events, First Nation cultural activities, and to manage user numbers. New Trail Access and Staging Guidelines were developed to inform the location and development of new staging areas and enhancements to existing ones. See Appendix C for the Trail Access and Staging Guidelines.

Direction we're going

1. Establish staging areas to support trails on popular network areas on Mt. Sproatt and Rainbow Mountain.
2. Encourage use of existing under-utilized parking locations in collaboration with partners.

More work to do

3. Assess and prioritize the next staging area needs and explore pay parking options and implications based on the Trail Access and Staging Guidelines (see Appendix C).
4. Assess the Valley Trail network to identify gaps in connections to high-use trails and trail areas that could increase the use of active transportation.
5. Explore public shuttle service options and feasibility to trailheads that are frequently accessed by private vehicles and that experience parking challenges (e.g., Skywalk, Mt. Sproatt, Cheakamus Lake trailheads).

Trail Planning, Approval, and Construction

As clarified in the introduction, this RTS does not specify the number, location, or types of trails; this would be the focus for a future and more detailed non-motorized Comprehensive Trails Plan. However, through the development of the RTS, some high-level direction related to these topics emerged and is articulated below. In addition to the direction here, the next sections (e.g., Environmentally Responsible Trail Planning) will also help to inform how we develop trails moving forward.

That said, the initial cost of constructing new trails is often eclipsed by the long-term maintenance expenses required to keep them in good condition. It is crucial for Whistler to secure sustainable funding sources, spread the cost to other partners, and carefully assess all new trail development projects to ensure they can be maintained over their lifetime.

Two flowcharts have been developed to provide guidance and public transparency to the trail review and approval process. These are included in Appendix D.

One is for trail(s) proposed on municipally controlled land, the other for trail(s) proposed on unceded territories (currently managed by the Province).

Direction we're going

1. Prioritize reinvestment in existing trails before developing new trails that result in additional ongoing maintenance costs. Exceptions to this will be replacement of critical infrastructure (i.e., bridges, drainage works), addressing the ongoing impacts of high demand, and leveraging related initiatives. For clarity, development of new municipal trails is not currently a priority, a direction that may be reversed based on future budgeting processes.
2. Account for the long-term resource implications of maintaining trails and their related amenities during the planning and approval phase of new trails.
3. Continue to improve sustainable trail designs that appeal to a wide range of abilities and skill sets
4. Strengthen meaningful working relationships with the Líl'wat Nation and Skwxwú7mesh Úxwumixw to collaborate on all trail management and planning work and to align with these Official Community Plan policies:
 - a. Better understand the impacts of development and recreational uses and associated cultural and spiritual values.
 - b. Develop policies to protect archaeological, heritage and other cultural interests.

- c. Develop inclusive trail planning and development practices to ensure interests are considered, such as access to sensitive cultural spiritual areas, including the Lílwat Nation's *A7x7ūlmecw* (Spirited Ground) Areas and the *Skwxwú7mesh Úxwumixw Kwa kwayx welh-aynexws* (Wild Spirit Places).
5. Continue to collaborate with RSTBC on trail planning in and around Whistler.
6. Continue to encourage collaboration between WB and WORCA related to public trails in the Whistler Blackcomb Controlled Recreation Area.

More work to do

1. Deepen our understanding of the relationship between Lílwat Nation and Skwxwú7mesh Úxwumixw traditional territory and recreation trails in Whistler.
1. Consider developing a Comprehensive Trails Plan (CTP) that will assess and prioritize location-specific needs for new or enhanced trails and trail-related amenities within the network. A CTP would build on the RTS to identify location-specific priorities for additions or improvements to our existing trail network, such as:
 - a. new staging areas,
 - b. trails for improved connectivity from neighbourhoods to trailheads to encourage active transportation,
 - c. environmental and cultural considerations
 - d. green and blue level trails to reduce the pressure on Lost Lake Park,
 - e. accessible mountain bike trails,
 - f. trails for new rider skill development,
 - g. tourist destination trails, and
 - h. trails to enable access to recreation activities/amenities (e.g., rock climbing, kayaking).
2. Update the Whistler Trail Standards to include Lílwat Nation and Skwxwú7mesh Úxwumixw context, the Environmentally Responsible Trail Planning guidelines (see next section and Appendix B), more inclusive trail designs, and emerging sustainable best practices.
3. Develop a park and trail plan for the municipally owned Parkhurst lands that considers trail access, connectivity, and user dispersion characteristics, along with Lílwat Nation and Skwxwú7mesh Úxwumixw interests and other municipal park needs.
4. Consider the need to conduct trail capacity and trail density studies to inform trail planning and maintenance priorities.

Environmentally Responsible Trail Planning (where trails shouldn't go)

While trails deliver many health, social, and economic benefits, they do have an impact on the natural environment. They can result in habitat fragmentation, soil erosion, and vegetation and wildlife disturbances. Responsible trail planning, construction, and management practices are essential to mitigate these impacts and preserve the ecological integrity of natural areas.

The newly developed Environmentally Responsible Trail Planning (ERTP) guidelines classify natural areas and habitat types according to high, medium and low sensitivity, and then provide related mitigation strategies to reduce the impacts of trails. The ERTP guidelines will be implemented and promoted in all trail and trail-related amenity planning. They are included in summary form in Appendix B.

Direction we're going

1. Implement and promote the newly developed Environmentally Responsible Trail Planning (ERTP) guidelines in all trail and trail-related amenity planning.
2. Avoid trail development within Whistler's municipal watershed area.
3. Avoid trail development in identified grizzly bear habitat around and above the Flank Trail area on the southwest flank of Sproatt and in the Gin and Tonic lakes basin.
4. Train appropriate RMOW staff and trail interest groups on the use of the ERTP guidelines for planning.
5. Maintain up to date spatial information on environmentally sensitive areas and priority habitat areas.

More work to do

6. Embed the ERTTP guidelines into all relevant trail planning and approval processes and related forms and tools to facilitate its implementation.
7. Update the Whistler Trail Standards (RMOW, 2003) to include the ERTTP guidelines, in addition to current and emerging environmental and trail construction best practices
8. Assess the trail network against the ERTTP guidelines to inform restoration, mitigation and/or enhanced management systems.
9. Develop mitigation strategies for invasive species in the ERTTP guidelines and updated Whistler Trail Standards.
10. Consider expanding the geographic scope of grizzly bear habitat mapping beyond the current mapping on Mt. Sproatt and Rainbow Mountain.

Motorized Trials Riding

While non-motorized, three-season (i.e., spring, summer, fall) recreational trail use is the focus of the RTS, trials motorcycles are the one exception to the non-motorized focus. Trials riding predates mountain biking in Whistler, with many of the mountain bike trails originating as trials motorcycle trails. Currently, trials riding is generally allowed on several historic trails in Whistler and typically does not occur on newer non-motorized trails. Trials riding also occurs in several unauthorized network areas accessed off Highway 99 north of Emerald Estates.

More work to do

1. Engage with trials bike interest groups and explore existing use areas for authorization.

Limits of Acceptable Change

Limits of acceptable change is a means to learn about and manage user impacts by selecting key environmental, social or asset indicators, monitoring the change to those indicators over time, and using that information to inform management decisions.

More work to do

1. Scope and consider undertaking a limits of acceptable change project that monitors trail use impacts and changes over time and identifies mitigation measures.

Appendices

A. Evolving Terminology

We now understand that three land-related terms we have been using for decades are no longer appropriate or respectful to use.

1. Crown land

In British Columbia most land is unceded. This means Indigenous Peoples never legally signed their lands away to the Crown. Moving forward, the use of “Crown land” will be replaced with **“unceded territories (currently managed by the Province)”** since the Crown does not own the land outright, as the term “Crown land” suggests.

2. Stakeholders

Historically, this term referred to the allotment of land to settlers who used wooden stakes to claim their plot of land before any treaty or land negotiations with Indigenous Peoples. Indigenous Peoples are not stakeholders; they're Aboriginal rights holders whose rights are protected under the Constitution of Canada.

Moving forward, the term “stakeholder” is to be replaced with a combination of **“Government Partners,” “Other Partners”** and **“Local Interest Groups”** as detailed in the table below.

3. Master Plans

Historically, “master” was the term for slaveholder in the slave codes enacted in the United States in the mid-1600s. The Black Lives Matter movement has accelerated moving away from using “master” in its various forms.

Moving forward, the term “master” is to be replaced with “comprehensive” as exemplified in the table below.

Summary table

Former Terms	Preferred Terms	Details and Examples
Crown land	Unceded territories (as currently managed by the provincial government)	It is currently necessary to use “Crown land” in dealings with the Province and when referring to legal agreements that rely on a consistent interpretation of “Crown land”. This may be corrected in the future.
Stakeholders	Government Partners	Lil'wat Nation, Squamish Nation, the Squamish Lillooet Regional District, Province of BC, and Government of Canada
	Other Partners	Corporate and destination focused organizations (e.g. BC Hydro, Fortis, Whistler Blackcomb, Tourism Whistler, Whistler Sports Legacies etc.)
		Community and business organizations with broad mandates (Whistler Housing Authority, Whistler Chamber of Commerce, Whistler Community Services Society, Whistler Hotel Association, etc.)
	Local Interest Groups	Community organizations with a vested interest in our parks and trails. (e.g. WORCA, ACC-W, AWARE, Whistler Naturalists and more)
Master Plan	Comprehensive Plan	For example, a “Comprehensive Trails Plan” or “Comprehensive Park Plan” rather than a “Trails Master Plan”

These new preferred terms are used throughout this document and will be used in all projects moving forward. The RMOW acknowledges there may be further changes in perspectives and other terms that are no longer appropriate to use. We look forward to listening, learning, and making the necessary changes.

B. Environmentally Responsible Trail Planning Guidelines

These new Environmentally Responsible Trail Planning (ERTP) guidelines classify natural areas and habitat types according to high, medium and low sensitivity, and then provide related mitigation strategies to reduce the impacts of trails. The table below provides an overview of the ERTP guidelines and the detailed version is available by contacting parksplanning@whistler.ca.

The ERTP guidelines will be implemented and promoted in all trail and trail-related amenity planning. They were developed by Registered Professional Biologists with Cascade Environmental Resources, incorporating their expertise, municipal and provincial environmental GIS layers, policies, and other expert knowledge, research and resources. Prior to these guidelines, there was no formal municipal or provincial guidance in place for environmentally responsible trail planning.

Environmental sensitivity	Natural area and habitat types	Mitigation Strategies (summary)
Very High and High ESA and Priority Habitat Areas* Greatest potential impact from recreational trail activities	<ul style="list-style-type: none"> High (class 1) forage grizzly bear habitat (all seasons) Wetlands Mountain goat ungulate winter range areas Species at risk confirmed occurrences Community watersheds for drinking water supply Raptor nesting sites 	<ul style="list-style-type: none"> Avoid new trails as much as possible If new trails are proposed in these areas, field studies by Qualified Environmental Professionals (QEP) or suitable specialists should be undertaken to analyze potential impacts and provide mitigation recommendations. Trail maintenance and modifications in these areas must follow strict mitigation strategies.
Medium ESA Potential environmental impacts if appropriate studies and careful trails planning and Mitigation Strategies are not implemented in these areas	<ul style="list-style-type: none"> Moderately high (class 2) forage grizzly bear habitat polygons (all seasons)* Riparian areas* Forested floodplains* Potential species at risk habitat* Slope angles over 45° Community watersheds 	<ul style="list-style-type: none"> Proposed trails in these areas will require field verification to determine alignment, potential impacts, and required mitigation strategies. Commitments to Mitigation Strategies and trail design for each user must be adhered to during trail authorizations
Low Trail planning and Mitigation Strategies can minimize the impact of trail construction and recreation activities on this feature	<ul style="list-style-type: none"> Unlogged interior, unfragmented areas of forests Coastal western hemlock old growth forests Large and old cottonwood forests Tree preservation covenant areas Old Growth Management Areas (OGMA) - Ecosystem-based management reserves (e.g., Cheakamus Community Forest) 	<ul style="list-style-type: none"> Commitments to mitigation strategies for each user must be adhered to during trail authorization.

*These environmentally sensitive areas will require QEP verification.

C. Trail Access and Staging Guidelines

These trail access and staging guidelines were developed to inform preferred locations, types of staging areas, and additional or enhanced amenities required to fill gaps in the network.

Three categories of staging areas have been established:

- **Designated Staging Area (DSA):** This type features amenities intended to serve destination users and higher use volumes. DSAs provide a strong sense of arrival for guests, a location to share important trail and 'adventure smart' information, and basic services to manage waste. As designated, they are serviced and maintained by a land manager, although the level of maintenance may vary by manager. Municipal examples: Rainbow Lake trailhead on Alta Lake Road, the Whistler Interpretive Forest parking lot at Highway 99 opposite Function Junction.
- **Undesignated Staging Area (USA):** This type includes very few or no amenities and is in undesignated clearings/open spaces. Examples: Cougar Mountain FSR at Highway 99, areas along the Cheakamus Lake FSR within the Whistler Interpretive Forest.
- **Roadside Parking Area (RPA):** This is parking that occurs on municipal roads and along Highway 99. When it occurs in neighbourhoods, it can create challenges for residents, whereas highway parking can introduce safety concerns. Examples: along Alta Lake Road near Nita Lake Drive and Stonebridge Drive to access Sproatt trails, Alpine Meadows neighbourhood roads to access trails like Skywalk and Howler, just south of Function Junction on Highway 99 to access Train Wreck.

Details are presented below, and a table summarizing the details is provided at the end of the section.

Staging Area Location Guidance

Distance and Elevation from Trailhead

Analysis of existing staging areas found the distance and elevation of staging areas relative to trailheads plays an important role in their use, and the type of recreational activity can also affect the use of trail staging areas.

Hikers generally desire a short distance from the staging area to the trailhead, whereas mountain bikers tend to tolerate slightly longer distances due to their speed and ease of travel. Analysis of existing staging areas indicates that roadside parking areas tend to occur where major trailhead access locations are greater than 500 m from a designated or informal staging area and/or when the elevation gain is 50 m or greater.

Staging areas should be located as close to the trailhead as possible. Staging areas for destination hiking trails should be located within 100 m of a trailhead with less than 10m of elevation gain. Staging areas for bike trails should be less than 300m (500m maximum) and with less than 50m elevation gain.

Staging Type

DSAs should be located at or near the trailheads of frequently used destination trails (i.e., where vehicles are typically used for access). They should be easy to get to and ideally serve multiple trails.

USAs are best suited to infrequent use trail areas and places that are unlikely to be served by a DSA.

Roadside parking, subject to municipal regulations, should only be considered when the trails are infrequently used a parking area is not possible, and when the trails are targeting local community users over guests.

Avoidance of Residential Areas

All locations should consider adjacent residential areas. Staging areas should be located on the outskirts of residential areas and ideally be separated by vegetated buffers to minimize potential disturbances.

Trail Difficulty from Staging Areas

Trails leading from DSAs to the network should be easy to access and of a difficulty rating equivalent to the easiest trail in the network. If not, trail users may choose to park elsewhere which may have unintended negative consequences.

Staging Area Amenity Guidance

Designated Staging Areas

The amenities below should be considered for DSAs along with the capacity for servicing and maintenance.

Required amenities:

1. Asphalt or gravel survey for parking to maximize the number of spaces
2. Washroom (serviced/flush, pit toilet, or porta potty)
3. Potable water
4. Information and map kiosk(s)
5. Waste and recycling facilities

Preferred additional amenities:

1. Public transit access
2. Valley trail access
3. Picnic table(s)
2. Invasive species wash facility
3. Bike maintenance

Optional amenities:

1. Changing area
2. Secure lockers for gear
3. Bike racks for hikers using active transportation to access trails
5. Access for food trucks
7. Electric vehicle charging stations as per the Whistler EV Strategy (RMOW, 2022)
8. Bike share station
9. Security access gate

Undesignated Staging Areas

The amenities below should be considered for USAs along with the capacity for servicing and maintenance.

Required Amenities:

- Gravel surface parking
- Information and map Kiosk – Consider if >10 parking spots and moderate to high use area.

Roadside Parking Areas

Amenities will generally not be provided for RSAs; however, there may be situations where managing and monitoring for potential impacts is necessary.

Indicators to monitor include:

- Resident complaint volumes as a direct result of increased recreational users as recorded by Bylaw Services;
- Increased social and environmental impacts through lack of amenities such as washrooms or garbage/recycling receptacles

When repeated negative impacts occur, a gap analysis of staging areas should be triggered to identify the severity of conflict and develop appropriate mitigation measures, potentially considering the development of a USA or DSA.

Mitigation measures could include:

- Increasing roadside parking management including educational signage and enforcement.

- Redirecting parking to a DSA or USA.
- Increased communication and education (encouraging alternative methods of transportation, respectful behavior, direction to preferred parking areas).

Redirecting Parking

Existing parking opportunities not regularly utilized by recreation trail users could provide opportunities to redirect users from high demand or high conflict staging areas. This could include, at appropriate times, parking areas like the Creekside parking garage or school sites as used in Squamish and underutilized municipal parking assets (e.g., select parks and roads). These areas are not currently being used primarily because of the distance/elevation of these amenities from trailheads and the availability of closer staging areas.

Summary of the Trail Access and Staging Guidelines

Considerations	Guideline
Location	<p>Distance to trailhead, generally as near as possible with these provided as guidance:</p> <ul style="list-style-type: none"> • Less than 100 m for hiking trail users • Less than 200-300 m preferred (500 m max) for mountain bike users • Less than 50m of elevation gain over the above distances
Types	<p>Designated Staging Areas</p> <ul style="list-style-type: none"> • High use levels • Serves multiple user groups and trailheads/areas • Support destination sites and trails as well as trail network areas • Located to reduce or eliminate negative social and environmental impacts to residential neighbourhoods • Optimized for maintenance and servicing <p>Undesignated Staging Areas</p> <ul style="list-style-type: none"> • Lower use levels • Located outside of residential areas • Areas not served by a DSA • Users less likely to require amenities to support their activity <p>Roadside Staging Areas</p> <ul style="list-style-type: none"> • Lowest use levels • Targeting resident users over guests
Residential areas	<ul style="list-style-type: none"> • Ensure spatial separation to avoid visual and noise related impacts, consider maintaining vegetated buffers when considering DSAs or USAs • Ensure adequate parking restrictions, signage and enforcement, and consider signage and education to encourage respectful behaviour in neighbourhoods
Access Trails	<ul style="list-style-type: none"> • Provide direct access to trail(s) or network area via connector trails that match lowest rated trails in the area • Construct access trail if necessary to encourage use of DSAs or USAs

D. Trail Review and Approval Process Flowcharts

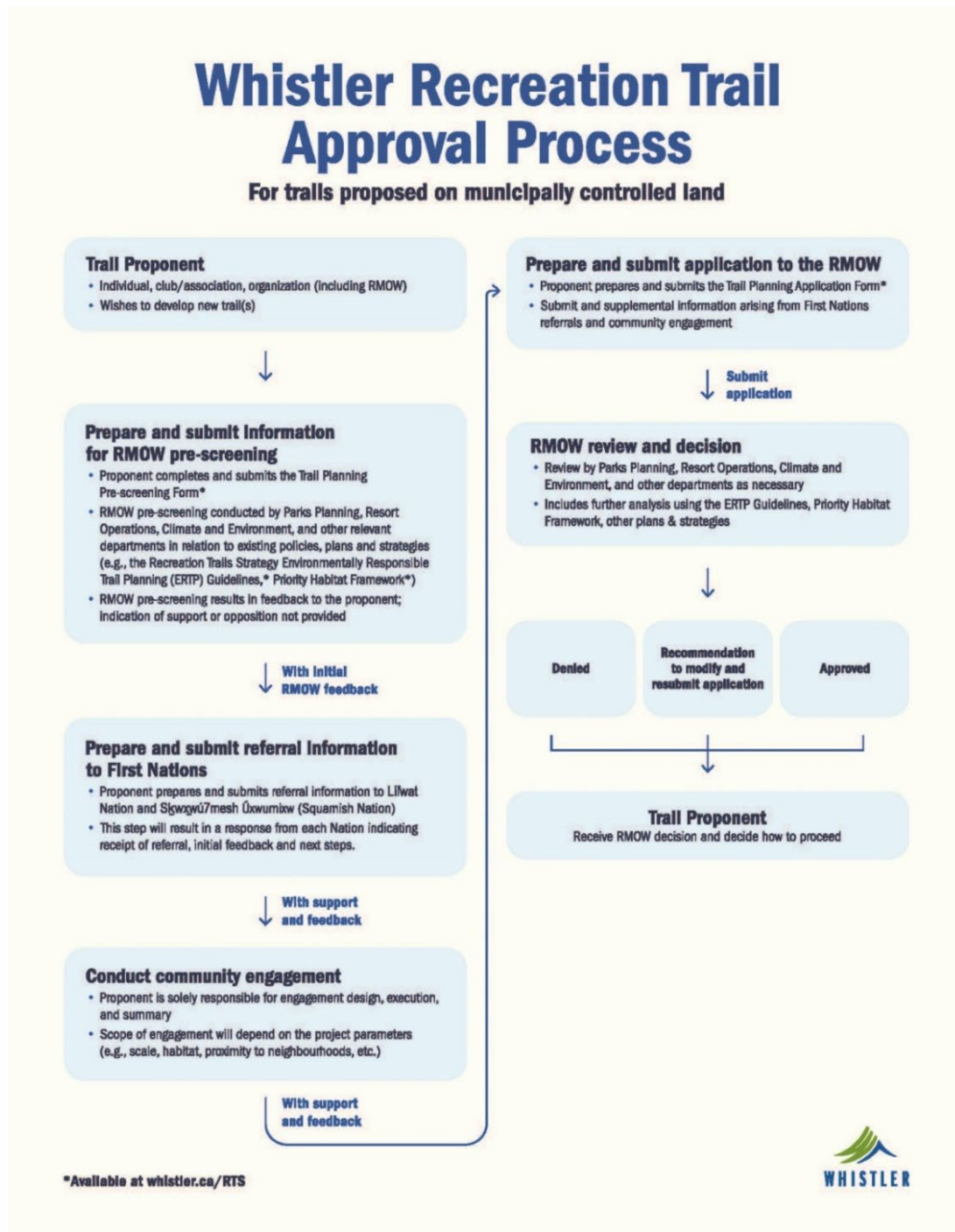
Two flowcharts have been developed to provide guidance and public transparency to the trail review and approval process.

- D.1 - for trail(s) proposed on municipally controlled land
- D.2 - for trail(s) proposed on unceded territories (currently managed by the Province)

A three page form “Proposal for Construction of Recreation Trails” has also been created.

The flowcharts and form are available on the municipal website whistler.ca/RTS or upon request at parksp planning@whistler.ca

D.1



D.2

Whistler Recreation Trail Approval Process

For trails proposed on unceded territories (currently managed by the Province)*

Pre-Application Steps

These steps are recommended by the Resort Municipality of Whistler (RMOW) and the Province.

Trail Proponent

- Individual, club/association, organization (including RMOW)
- Wishes to develop new trail(s)



Prepare and submit information for RMOW pre-screening

- Proponent completes and submits the Trail Planning Pre-screening Form**
- RMOW pre-screening conducted by Parks Planning, Resort Operations, Climate and Environment, and other relevant departments in relation to existing policies, plans and strategies (e.g., the Recreation Trails Strategy Environmentally Responsible Trail Planning Guidelines,** Priority Habitat Framework**)
- RMOW pre-screening results in feedback to the proponent; indication of support or opposition not provided



Prepare and submit referral information to First Nations

- Proponent prepares and submits referral information to Lílwat Nation and Skwxwú7mesh Úxwumixw (Squamish Nation)
- This step will result in a response from each Nation indicating receipt of referral, initial feedback, and next steps.



Conduct community engagement

- Proponent is solely responsible for engagement design, execution, and summary
- Scope of engagement will depend on the project parameters (e.g., scale, habitat, proximity to neighbourhoods, etc.)



Provincial Application Steps

These steps are required by provincial legislation.

Prepare application to the Province

- Proponent prepares and submits information according to the Recreation Sites and Trails BC (RSTBC) Applicant Information Guide**



Provincial review and referral process

- Administered by RSTBC
- Reviews application and conducts multi agency referral process



First Nations

- Skwxwú7mesh Úxwumixw
- Lílwat Nation

Ministry of Environment & Parks

- Conservation Officer
- BC Parks

Ministry of Forests

- District and regional ecosystem biologists
- Regional water quality biologist
- Also considers Species at Risk Act

Local Government

- RMOW
- Squamish Lillooet Regional District

Other Land and Water Managers

- Cheakamus Community Forest
- Industry (e.g., BC Hydro, Whistler Blackcomb)
- Tenure holders as required
- Department of Fisheries and Oceans



RSTBC referral feedback review and decision

Denied

Recommendation to modify and resubmit application

Approved section 57 authorization

Approved section 56 established



Trail Proponent

Receive RSTBC decision and decide how to proceed

**Available at whistler.ca/RTS

*In British Columbia most land is unceded. This means Indigenous Peoples never legally signed their lands away to the Crown. Moving forward, the use of "Crown land" will be replaced with "unceded territories (currently managed by the Province)" since the Crown does not own the land outright, as the term "Crown land" suggests.



E. Trail Network Areas Suitability Analysis and Recommendations

Note – all maps remain in development and will be included in final document

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Brandywine (#1)

Current Situation

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.

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 unceded lands currently managed by the province, 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 Unceded lands currently managed by the province 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.

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

- **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

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 7)

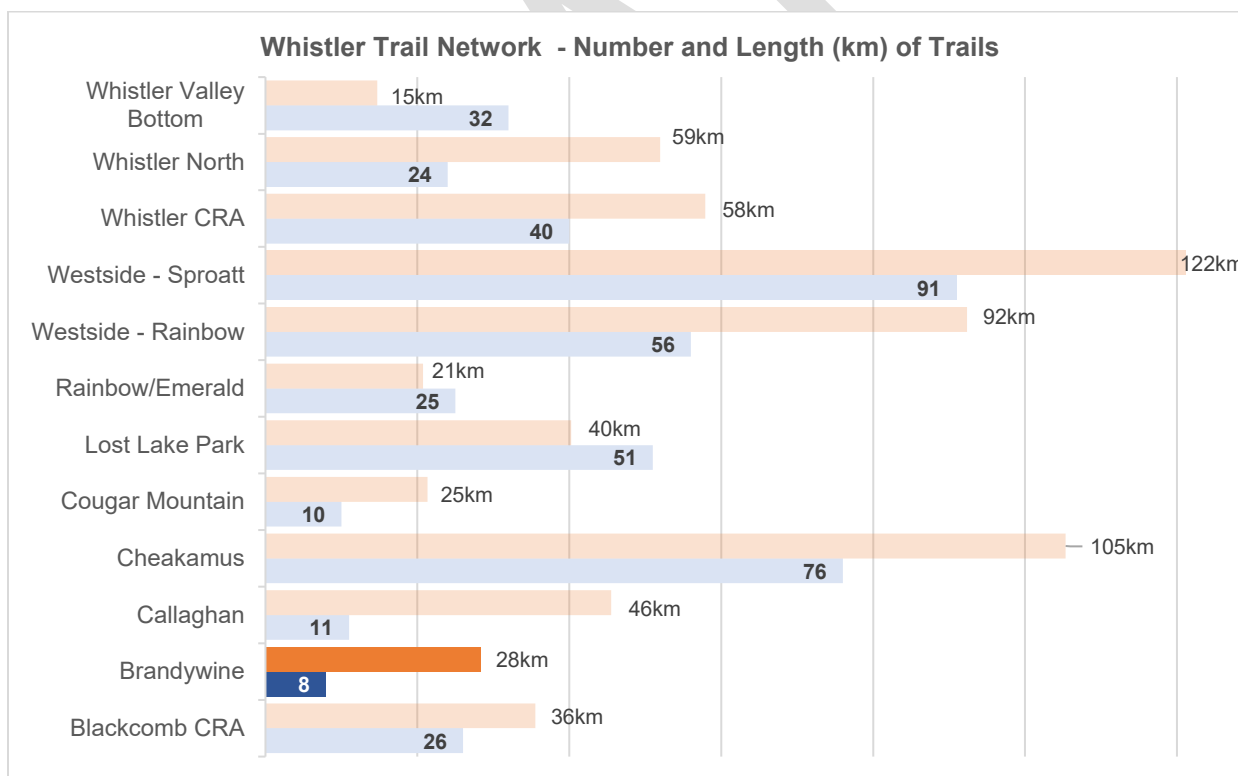


Figure 1: Total number and length of trails in Brandywine (including access)

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

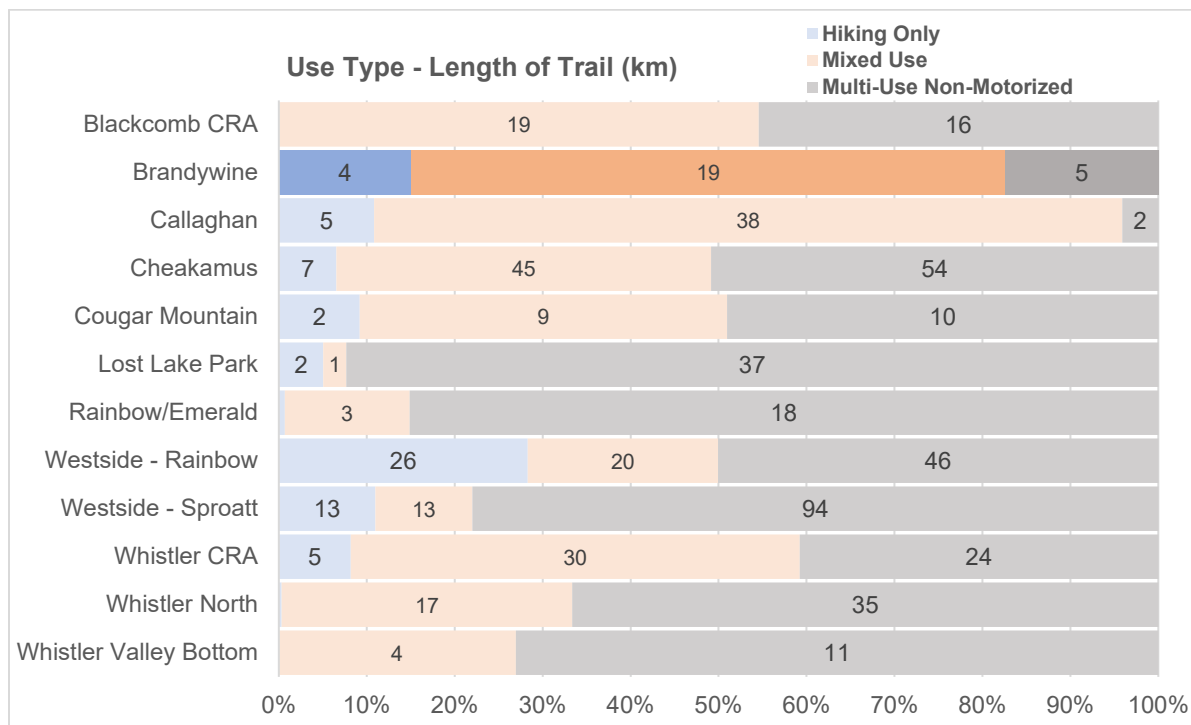


Figure 2: Trail length and use type in Brandywine (including access)

Key Trails

Key Access Trails

- Sea To Sky Trail

Prominent Trails

- Cal-Cheak North
- Lava Lake
- Brandywine Meadows

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

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.

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.

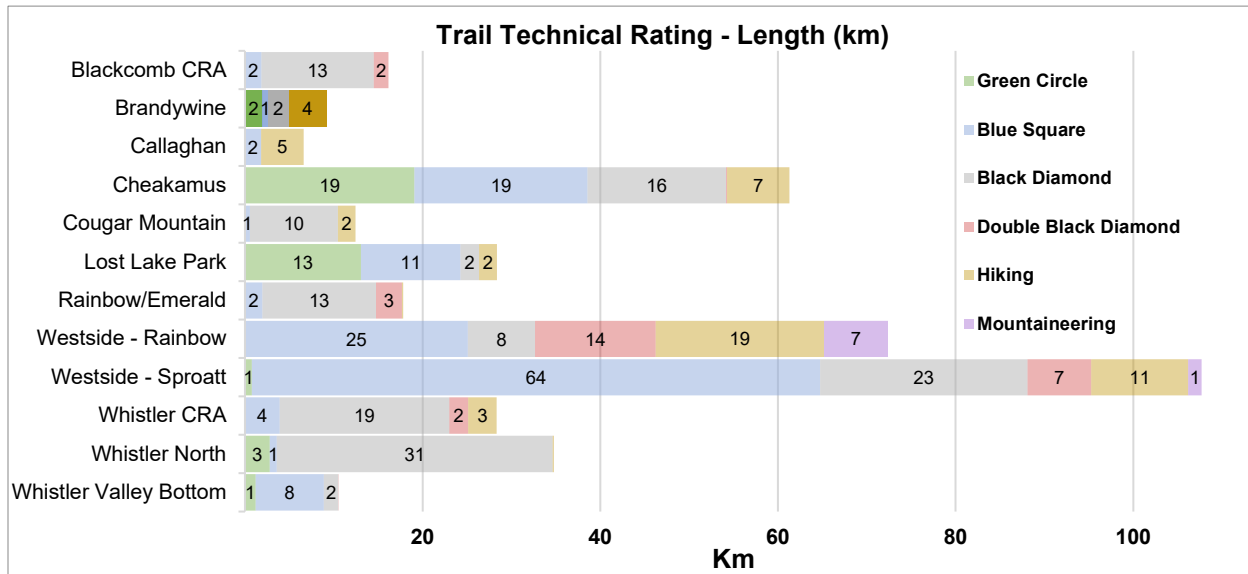


Figure 3: Technical difficulty of trails in Brandywine by length (not including access)

Planned Trails

Brandywine currently has no planned trails.

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	Brandywine	Brandywine Meadows Hiking trail	Overarching land manager	Road condition generally deteriorates	No	No

		pullouts further up the FSR close to the Brandywine Meadows trailhead			- Ministry of Forests Limited winter maintenance provided by local snow mobile clubs	closer to trailhead and requires high clearance 4x4 to reach		
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Roadside Parking

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

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, and possibly local Pinecrest and Black Tusk estates
- 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:

- Any trail planning efforts should include collaborating with the Lil'wat Nation and Skwxwú7mesh Úxwumixw.
- Explore potential opportunity and feasibility of a Village to Brandywine Provincial Park and Brandywine Meadows shuttle to reduce dependence on personal motor vehicles and wear to gravel roads.
- Consider additional trail connectivity within the area, and connections to other areas and destinations. Community input to date has suggested this specific connection:
- Metal Dome trail.

Callaghan (#2)

Current Situation

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.

While there are relatively few trails in this area it provides important access to the Callaghan Conservancy, Callaghan Lake 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 of Mount Sproatt 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 uncaded lands currently managed by the province, 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)

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 into 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

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

Trails and Infrastructure

Callaghan is primarily 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 (Figure 10).
- 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.

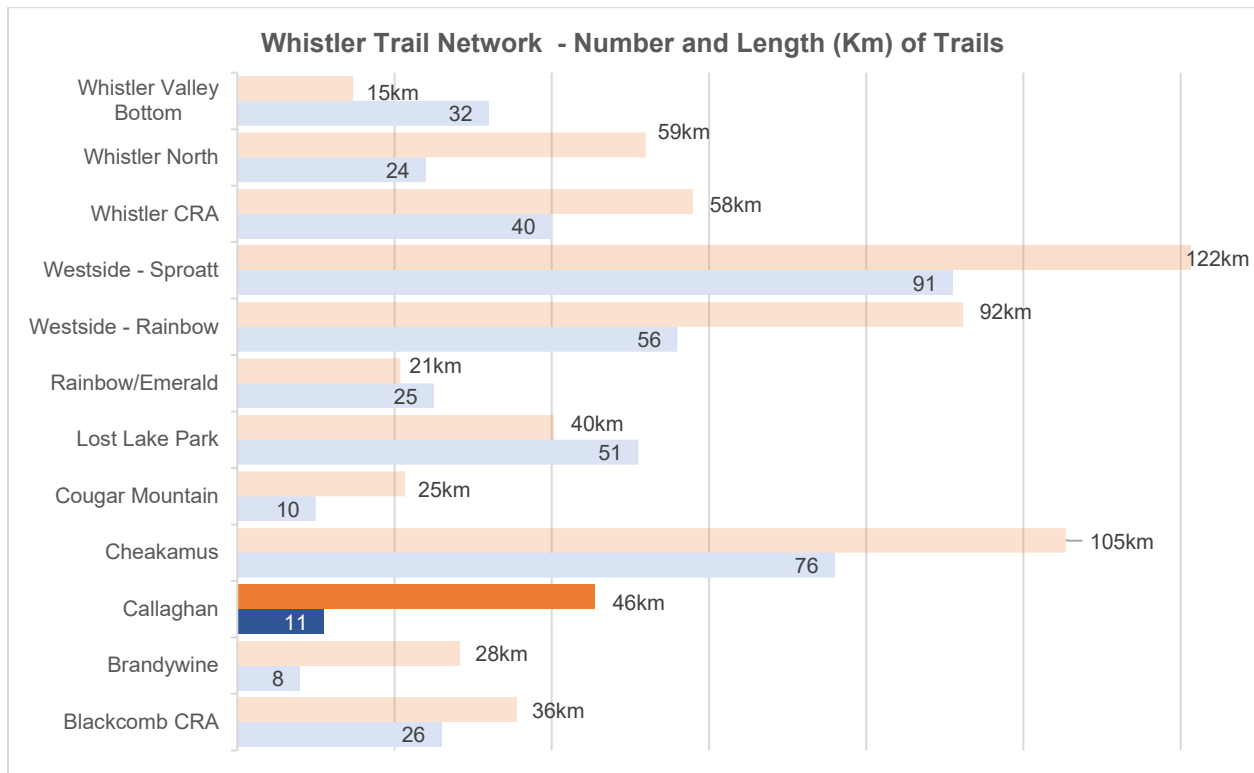


Figure 4: Total number and length of trails in Callaghan (including access)

Trail Use Types

- 60% (5 km) of Callaghan Trails are Hiking only (Figure 11).
- 28 km are Mixed-Use, primarily access related on gravel roads.

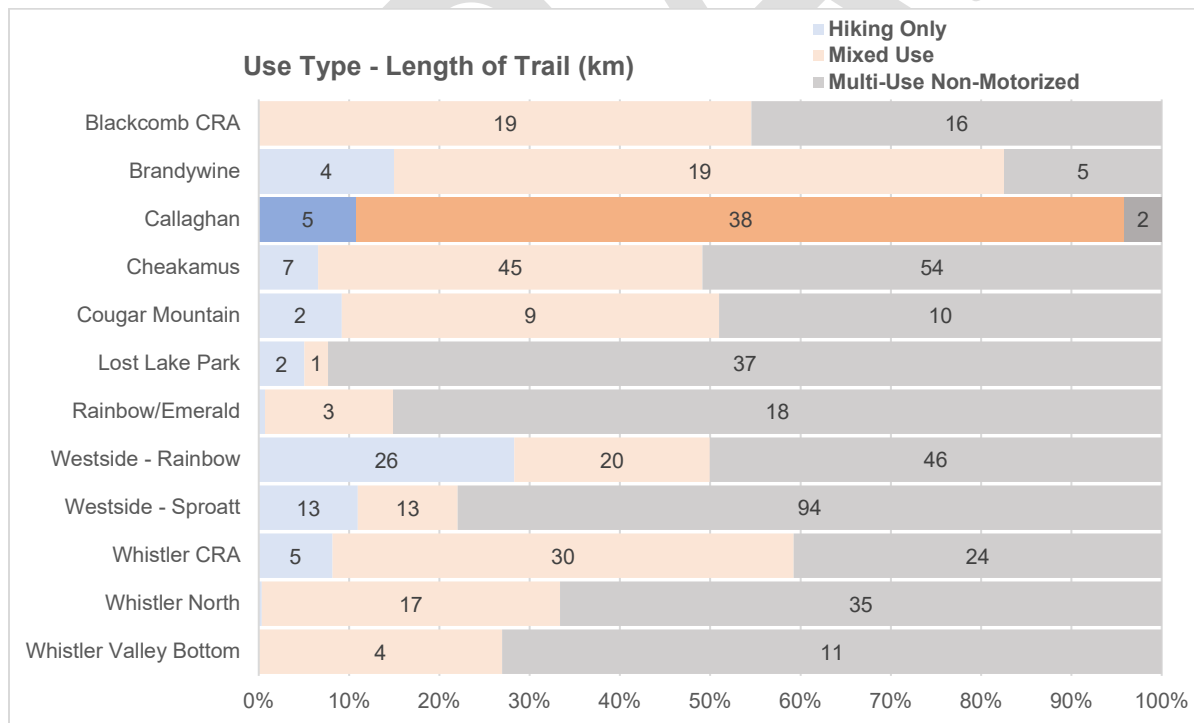


Figure 5: Trail length and use type in Callaghan (including access)

Key Trails

Key Access Trails

- Madeley Lake Access Road

- Northair Mine / Sproatt Access

Prominent Trails

- Madeley Lake (Hanging Lake) Trail

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.

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.

Trail Difficulty Ratings

Callaghan is predominately made up of access trails used to access destinations (Figure 12).

- Five kms of Hiking only trails

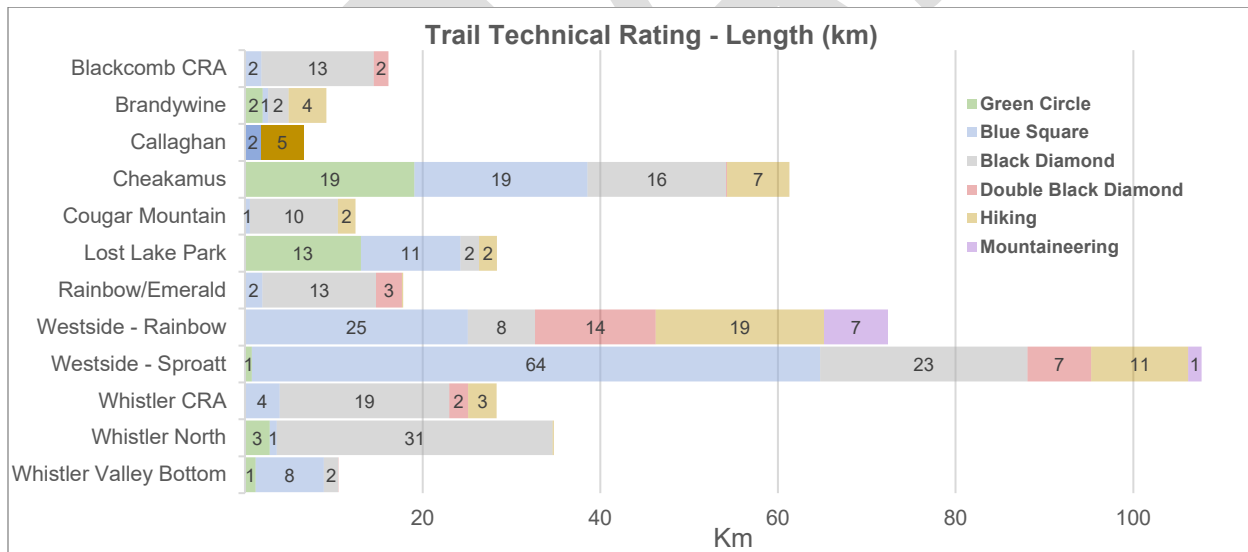


Figure 6: Technical difficulty of trails in Callaghan by length (not including access)

Planned Trails

Callaghan has two trail additions approved as part of the original Sproatt alpine trail network approval that was received in 2015 and granted a Section 56 Establishment in 2017. The first would connect the north end of the Northair Mine FSR above the Whistler Olympic Park to the Madeley/Hanging Lake trail - currently there are no plans to develop this trail. The second would connect Beverley Lake to the Rainbow Lake trail - this trail has been deferred indefinitely by the RMOW for grizzly bear habitat reasons.

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

- Deferred currently.

Access and Staging Areas

Vehicle access to Callaghan is primarily gained from the Callaghan Valley Road, or via the Callaghan Creek FSR. Access to Callaghan Lake Provincial Park is achieved from Callaghan Lake FSR. Access to Madeley Lake is via the Madeley Lake FSR which is gated at the Hanging Lake trailhead (800m south of Madeley Lake, 2km south of Madeley Lake campground). Management and maintenance of the access to the Madeley Lake Recreation Site is under the WOP as a part of their tenure area and obligations.

The RMOW has no jurisdiction over these decisions. At time of tenure renewal, the RMOW has the opportunity to provide feedback to the province through their referral process. The RMOW may support local recreation partners in collectively bringing such concerns to the province's attention and seeking improvements. 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 who would prefer higher elevation starting points.

Primary Access Points:

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

Designated Staging Areas

Table 4: Callaghan designated staging areas

Parking Area #	Name	Trail Network Area	Destinations and Key Trails	Land Manager Maintenance Responsibility	Comments	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/ Whistler Olympic Park	Gate at junction of Callaghan FSR/Madeley Lake FSR further up Madeley Lake FSR	No	No

						to Madeley Lake trailhead		
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Roadside Parking

No significant roadside parking was identified in this area.

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:

- Any trail planning efforts should include collaborating with the Líl'wat Nation and Skwxwú7mesh Úxwumixw.
- Leverage tenure renewal applications for improved public vehicle access to key trail access points.
- Consider additional trail connectivity within the area, and connections to other areas, in any future comprehensive trail planning process.

Cheakamus (#3)

Current Situation

The Cheakamus area is located to the south of Highway 99 and encompasses 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.

The more moderate and rolling terrain in Cheakamus has contributed to an 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 more recently accessible mountain bike trails. There are also hiking only trails, river access for kayakers, and tourist destinations like the Train Wreck site.

Land Use

A significant portion of Cheakamus is unceded lands currently managed by the Province, 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

Environmental Attributes

Biogeoclimatic Zones:

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

- 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

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, totalling 122 km in length (Figure 13).
- 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 Brandywine Provincial Park 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 Cheakamus Crossing, 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.

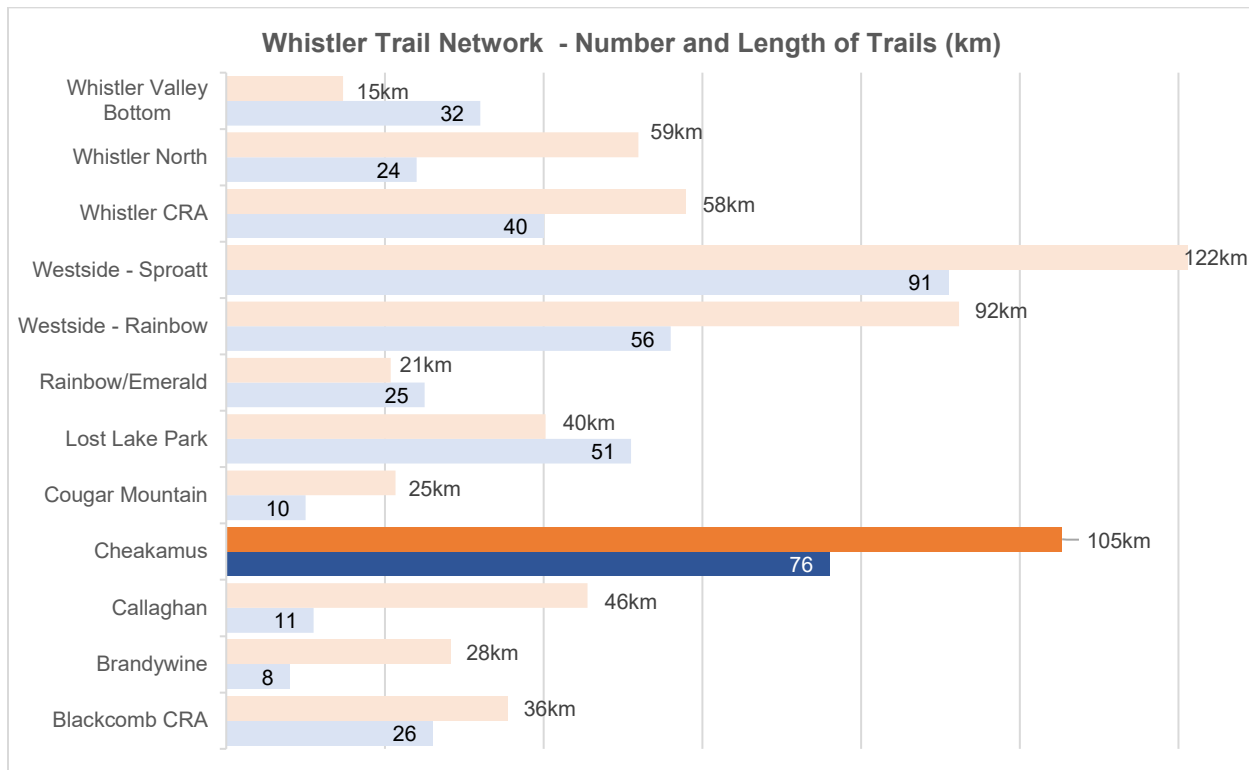


Figure 7: Total number and length of trails in Cheakamus (including access)

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

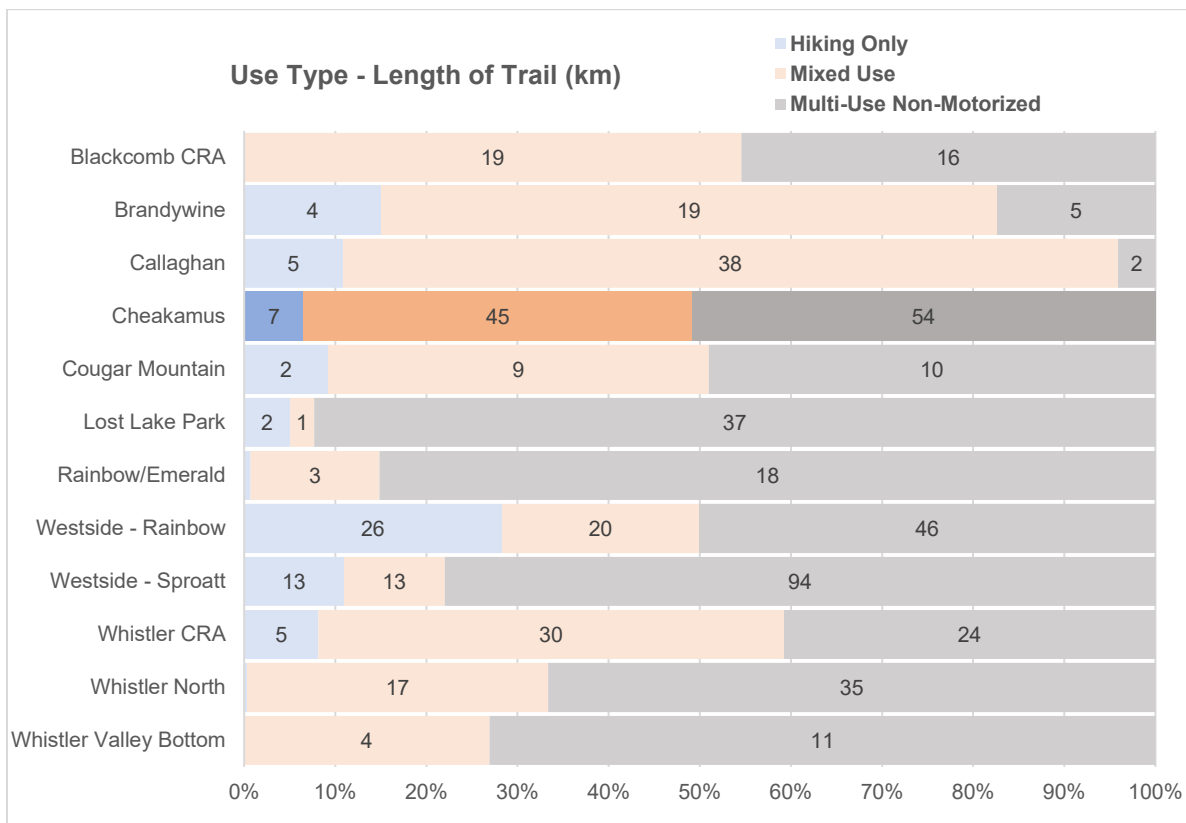


Figure 8: Trail length and use type in Cheakamus (including access)

Key Trails

Key Access Trails

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

Prominent Trails

- AM/PM
- Cal-Cheak
- Cheakamus Lake (GPP)
- Crater Rim Trail
- Enter Riverside
- Far Out
- Flashback
- Helm Creek (GPP)
- Highline
- Interpretive Forest Loop
- It's Business Time
- Lower Ridge
- Lucy in the Sky With Diamonds
- Ridge
- Trainwreck Express
- Upper Ridge

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

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. WORCA's 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 and helps to maintain sensitive habitats.

Trail Difficulty Ratings

Cheakamus provides trail options (Figure 15) 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, totalling 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.

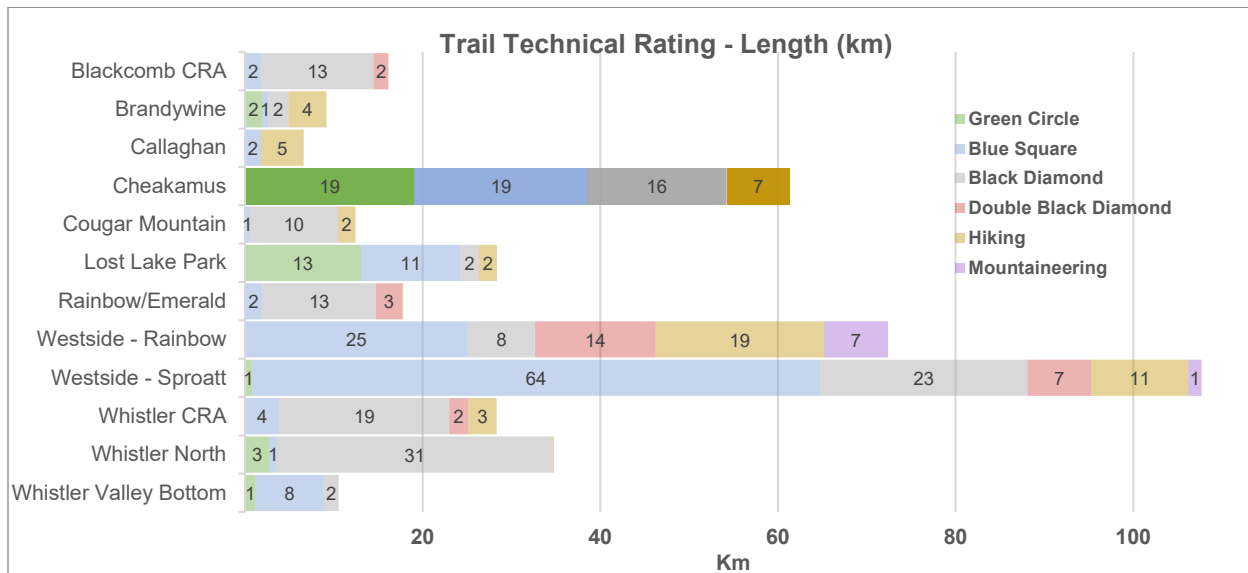


Figure 9: Technical difficulty of trails in Cheakamus by length (not including access)

Planned Trails

Cheakamus has several trail additions planned and approved.

- WORCA – D’Arcy Burke Memorial Trail, (Approved Section 57 authorization, Black Diamond, TBC)

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 neighbourhood – multiple points
- Whistler CRA

Designated Staging Areas

Table 7: Cheakamus designated staging areas

Parking Area #	Name	Trail Network Area	Destinations and Key Trails	Land Manager Maintenance Responsibility	Comments	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	Not approved by Ministry of Transportation and Transit (MOTT) Pull out on highway 99 not permitted by MOTT	No	No

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
- Additional trails in the Jane Lakes area for habitat protection reasons

This area is MORE suitable for:

- Accessible mountain biking trails
- Mountain bike climbing trail connectivity to improve useability
- Additional connectivity between existing trails within Cheakamus
- Green and / or Mixed trail rating development such as intermediate trails with advanced options
- Connecting advanced trails throughout the area to 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:

- Any trail planning efforts should include collaborating with the Líl'wat Nation and Skwxwú7mesh Úxwumixw.
- Additional trail development on north side of 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.
- Consider additional pedestrian only trails and connectivity.
- Where practical and meaningful, upgrade existing trails for accessible mountain bike opportunities.
- Explore potential shuttle opportunities along Cheakamus Lake FSR to access the Garibaldi Park trailhead, as an alternative to private automobile transportation.
- 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 Brandywine Provincial Park, while maintaining the wilderness character of the area.

Cougar Mountain (#4)

Current Situation

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.

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 uncaded lands currently managed by the Province, 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

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

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.

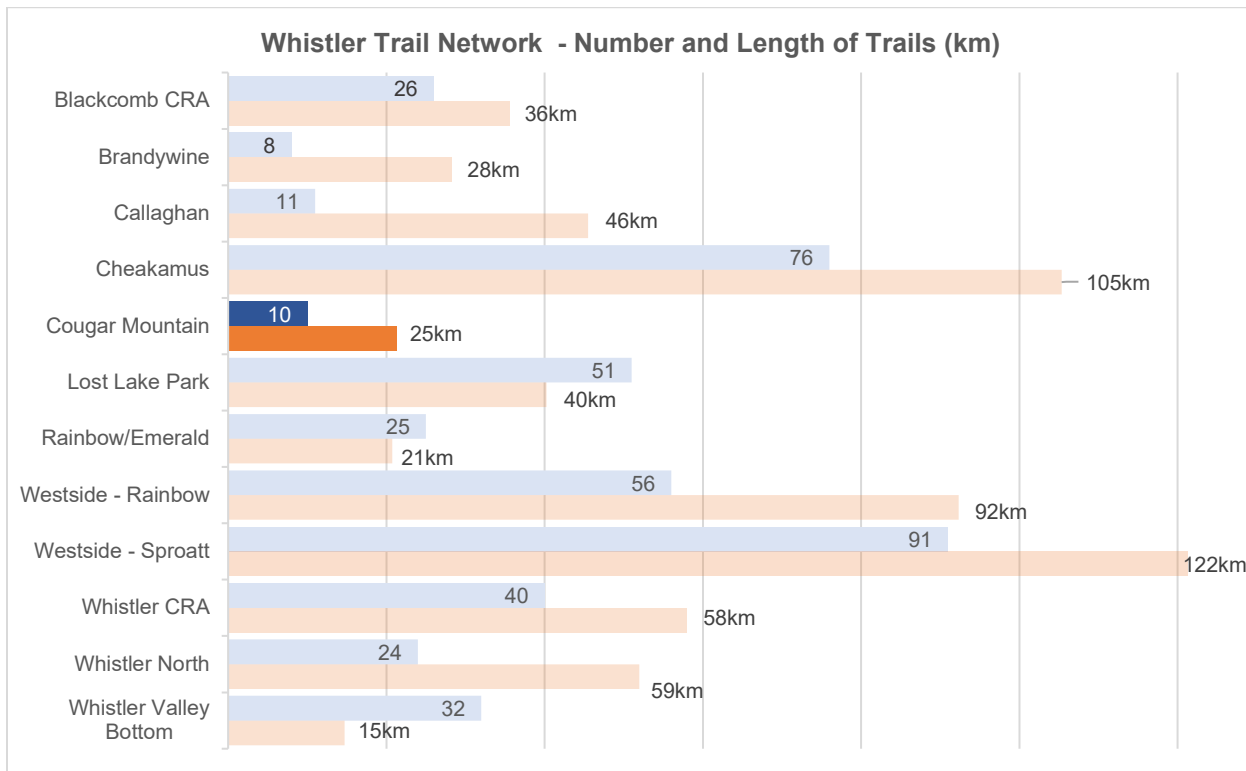


Figure 10: Total number and length of trails in Cougar Mountain (including access)

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

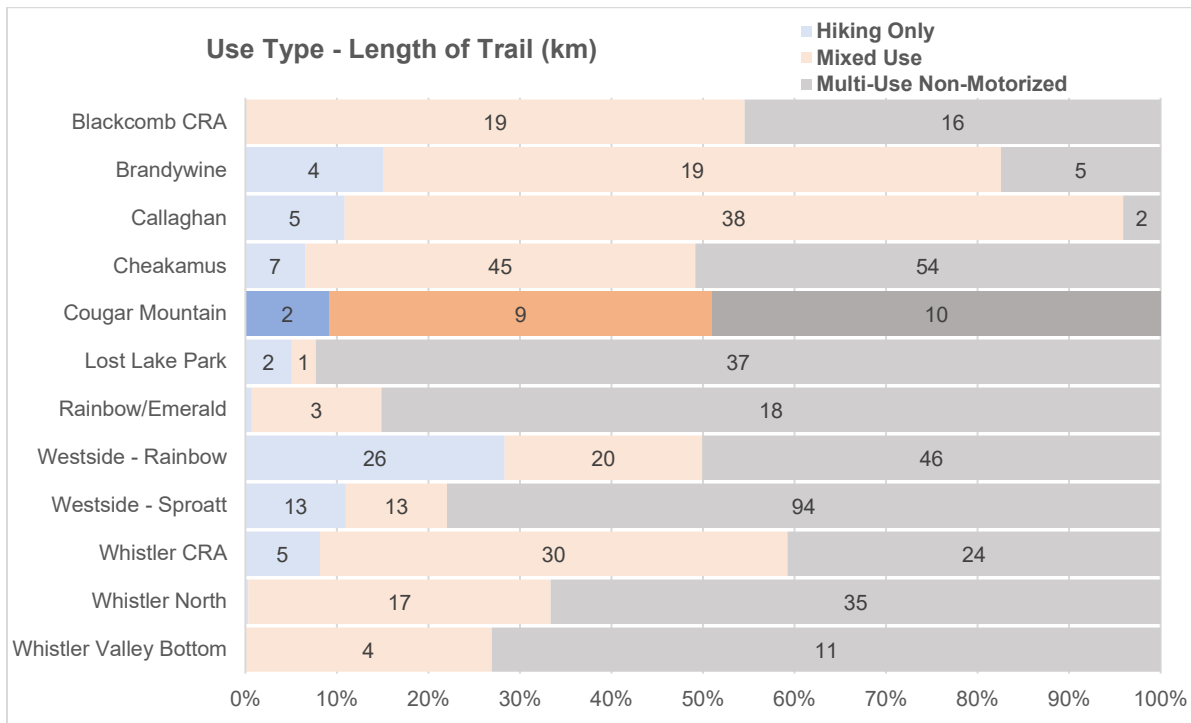


Figure 11: Trail length and use type in Cougar Mountain (including access)

Key Trails

Key Access Trails

- Showh Lake Loop

Prominent Trails

- Ancient Cedars
- Newt Lake
- Kill Me Thrill Me
- Mak Daddy Pass
- Organ Donor
- Bears and Ugliness

Key Destinations and Viewpoints

Table 10: Cougar Mountain key destinations and viewpoints

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

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.

Trail Difficulty Ratings

The 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. Trials moto trails extend from the valley at Highway 99 to the summits of Cougar Mountain and are described as rocky, stee and 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.”

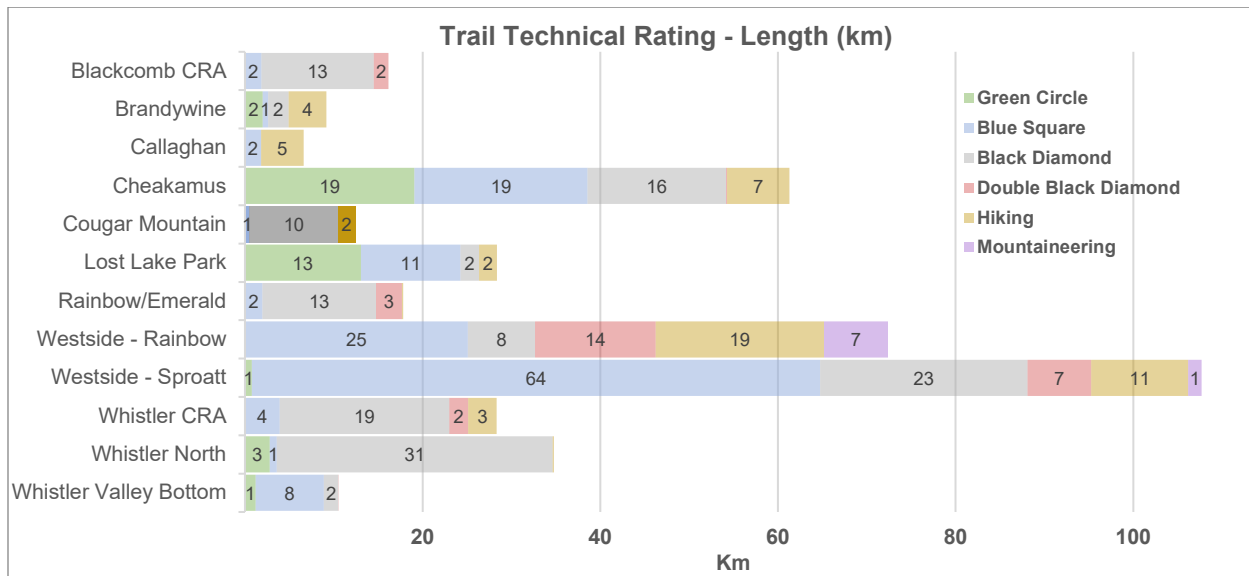


Figure 12: Technical difficulty of trails in Cougar Mountain by length (not including access)

Planned Trails

Cougar currently has no official trail additions considered or planned.

Access and Staging Areas

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

Management and maintenance of the Forest Service Road leading to the Ancient Cedars is managed by the Province of BC (Ministry of Environment and Parks and Ministry of Forests) and the Cheakamus Community Forest when harvesting occurs. The RMOW has no jurisdiction over management or maintenance of this road. The RMOW may support local recreation partners collectively bringing such concerns to the province’s attention and seeking improvements.

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	Ancient Cedars Hiking trail	RSTBC		No	No

			Westside Rainbow	Flank Trail North				
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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 Transit (MOTT) and RSTBC. Pull out on highway 99 not permitted by MOTT	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	Not approved by MOTT	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 MOTT	No	No

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, the directions and recommendations for Cougar are:

- Any trail planning efforts should include collaborating with the Líl'wat Nation and Skwxwú7mesh Úxwumixw.
- 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 the trials network.
- Discuss with commercial tenure operators opportunities for shuttle services between Highway 99 and Ancient Cedars as an alternative to private automobile use, and or development of a lower grade recreation trail between the highway and Shown Lake Ancient Cedars.
- Leverage tenure renewal applications for improved public vehicle access to key trail access points.
- Consider additional trail connectivity within the area, and connections to other areas, in any future comprehensive trail planning process.

Lost Lake Park (#5)

Current Situation

The Lost Lake Park network area (Lost Lake) is located in Whistler village, near the base of Blackcomb Mountain. To the west are the White Gold and Spruce Grove neighborhoods and to the south and east is the Fairmont Golf Course. With its close proximity to Whistler Village, it is by far 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 park's 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, 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.

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.

Environmental Management:

- Western Toad

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 entire study area. The RMOW maintain 90% of trails in Lost Lake, with a small number of non-RMOW managed trails overlapping the boundaries outside of Lost Lake Park.

- 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.

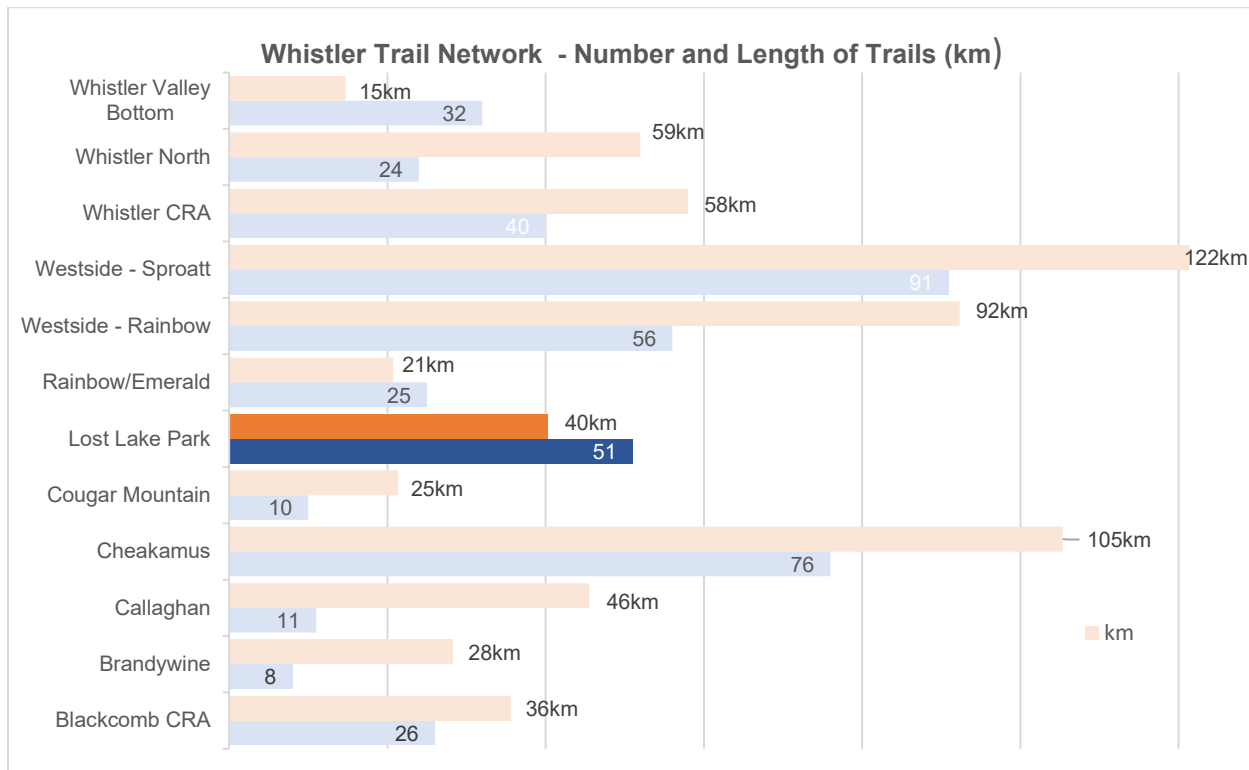


Figure 13: Total number and length of trails in Lost Lake (including access)

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

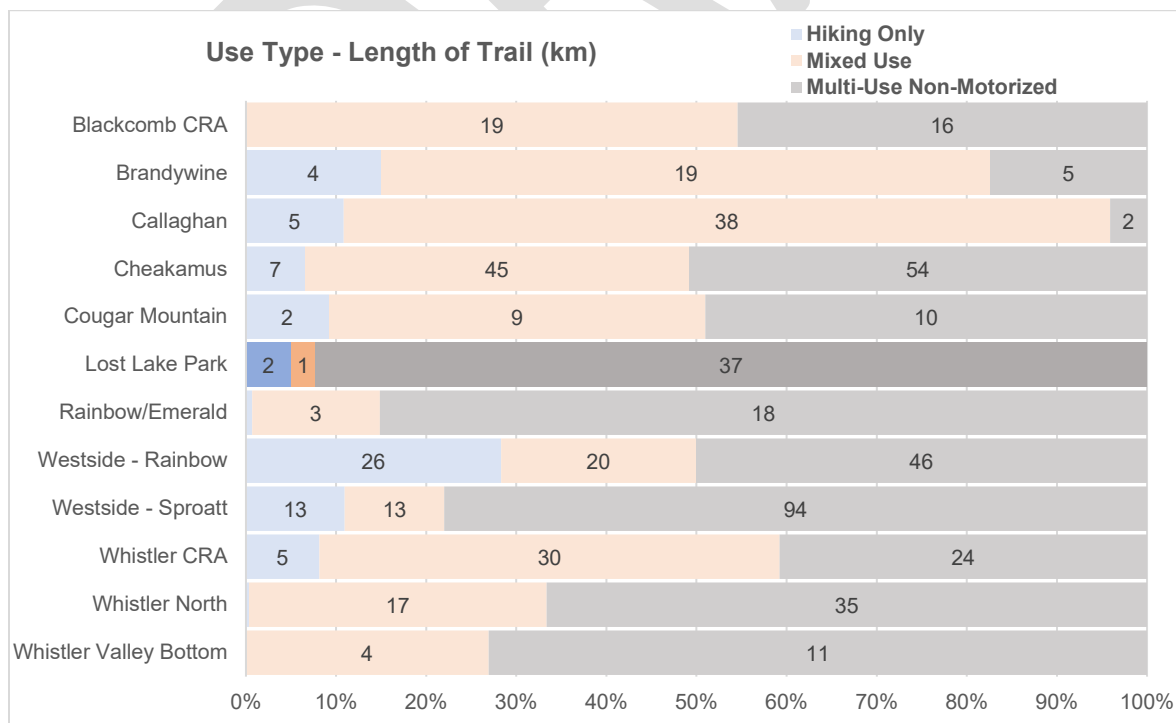


Figure 14: Trail length and use type in Lost Lake (including access)

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 Gumdrop
- Pinocchio's Alternate
- Tin Pants
- Tommy Moore

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

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 16 km of trails per square kilometer.

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% (13 km) are Green.
- 40% (11 km) are Blue.
- 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“.

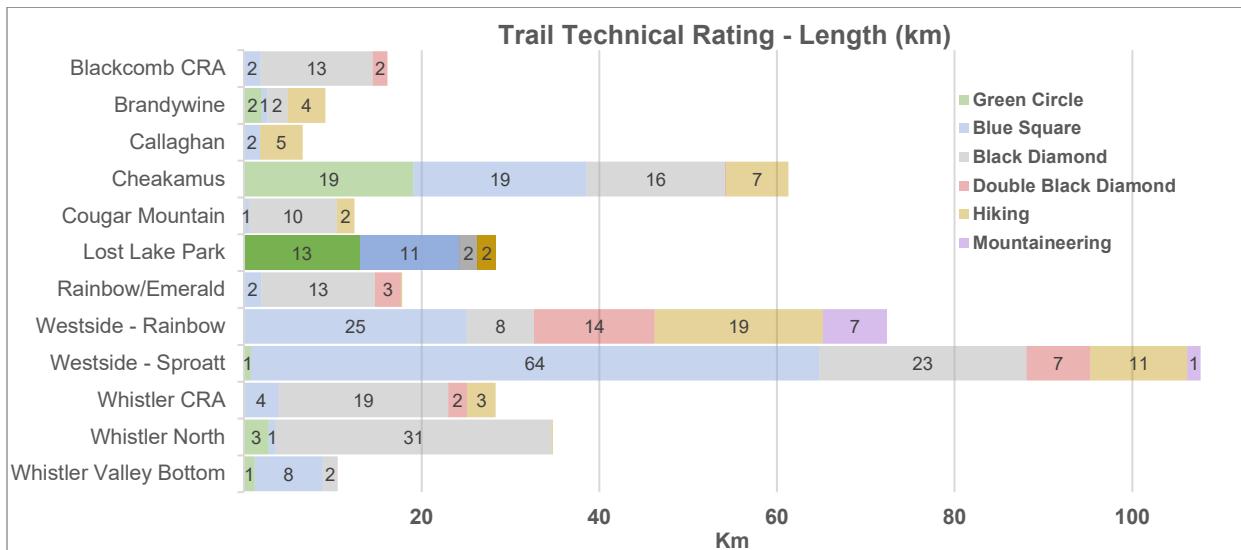


Figure 15: Technical difficulty of trails in Lost Lake by length (not including access)

Planned Trails

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

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 Park (LLP) 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 - PassivHaus
- Spruce Grove Park
- Mons Road – Nicklaus North
- Blackcomb Way

Designated Staging Areas

Table 14: Lost Lake Park designated staging areas

Parking Area #	Name	Trail Network Area	Destinations and Key Trails	Land Manager Maintenance Responsibility	Comments	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	Lost Lake Park trails Whistler North trails Blackcomb CRA trails	RMOW	Also acts as beach park access. Summer restrictions in effect.	Yes	Yes

		Blackcomb CRA Lost Lake Park					
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 Riverside Campground. Informally used for Disc Golf Course parking as well	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

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:

- Any trail planning efforts should include collaborating with the Liłwat Nation and Skwxwú7mesh Úxwumixw.
- 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.

Rainbow & Emerald (#6)

Current Situation

The Rainbow & Emerald Neighbourhoods network area (REN) 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 unceded lands currently managed by the Province.

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 is not overly popular with most tourists or residents.

Land Use

- Emerald is primarily unceded lands currently managed by the province, 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.

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

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, over a distance of 21 km, and 90% of the trails are maintained by WORCA. Map 7 displays the key trails, destinations and viewpoints of REN.

- 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 cultural, environmental and neighbourhood impacts.

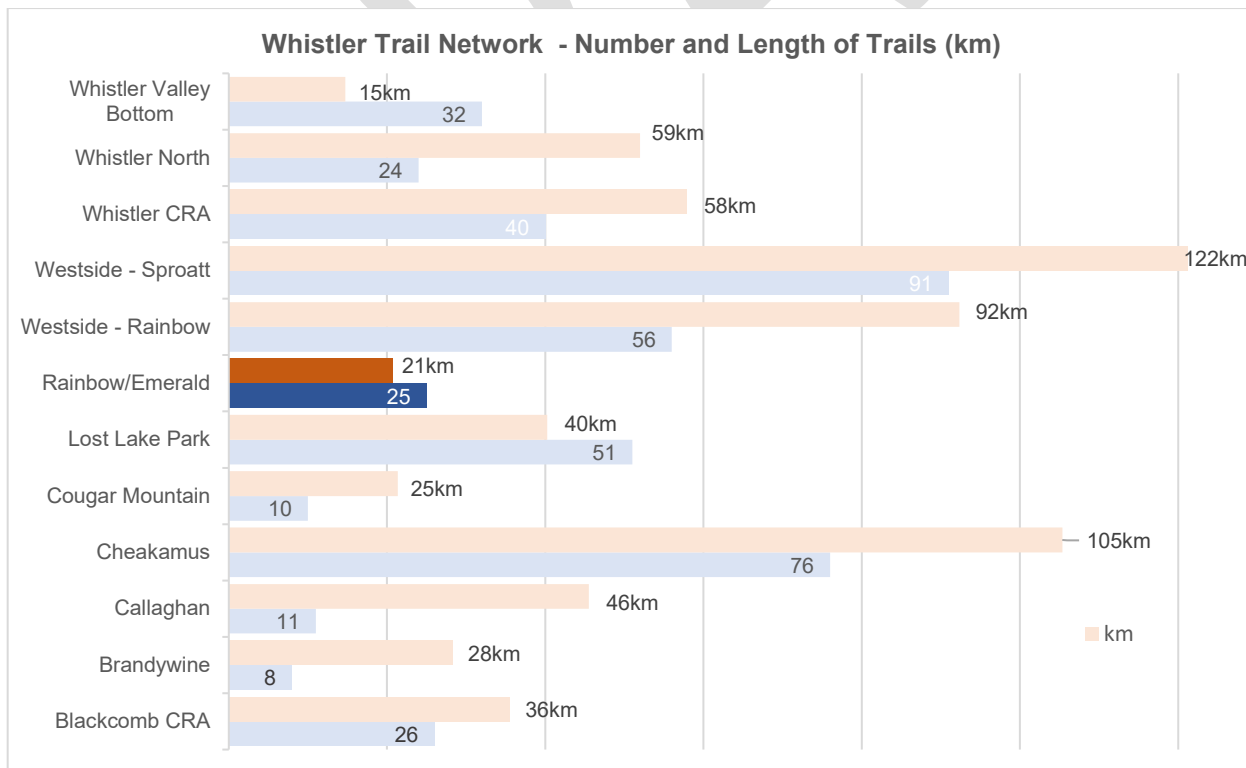


Figure 16: Total number and length of trails in REN (including access)

Trail Use Types

Emerald is primarily utilized by local residents for hiking and mountain biking, with some trails 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.

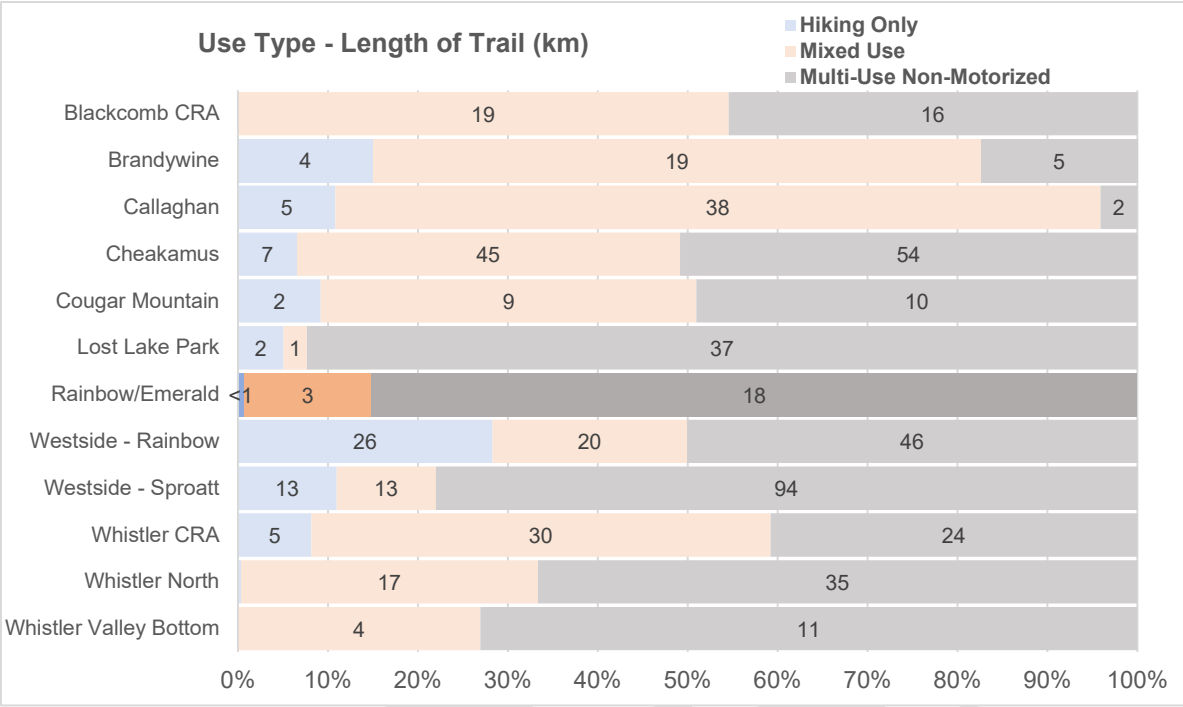


Figure 17: Trail length and use type in REN (including access)

Key Trails

Key Access Trails

- Shit Happens
- Section 102

Prominent Trails

- Big Kahuna
- Neighbour’s Knoll

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

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.

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.”

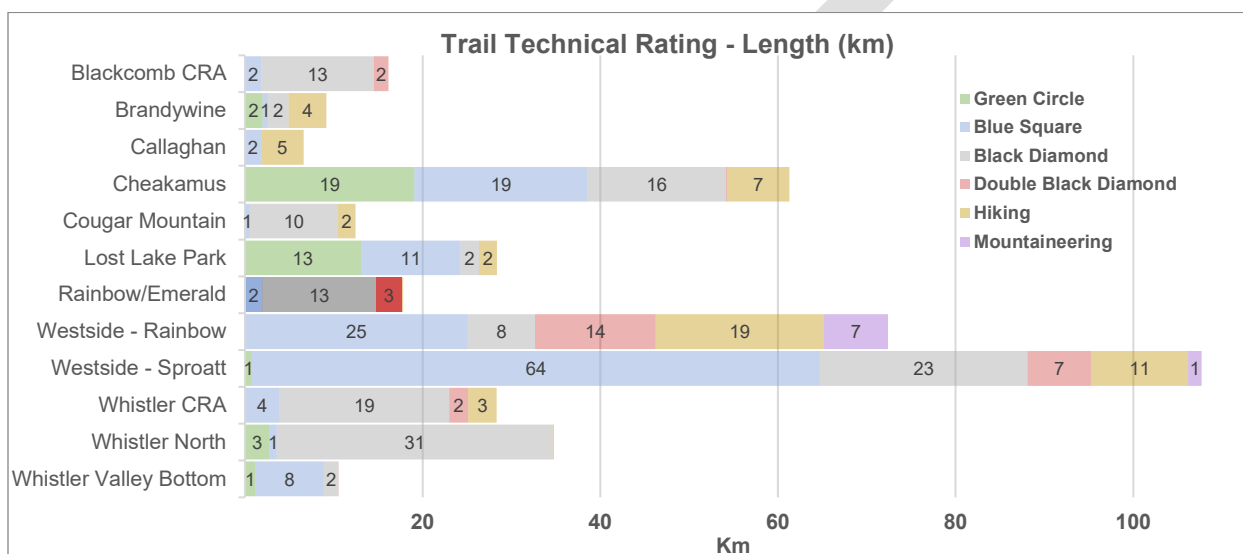


Figure 18: Technical difficulty of trails in Emerald by length (not including access)

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.

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

Parking Area #	Name	Trail Network Area	Destinations and Key Trails	Land Manager Maintenance Responsibility	Comments	Connections	
						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
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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 Ministry of Transportation and Transit (MOTT)	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	MOTT	No	No

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:

- Any trail planning efforts should include collaborating with the Líl'wat Nation and Skwxwú7mesh Úxwumixw.
- Maintain character and nature of this area as focused on neighbourhood and community use.
- Carefully consider more Blue level connectivity .
- Preserve overall low to moderate density.
- Consider additional trail connectivity within the area and neighbourhood, connections to other areas, and parking impacts in any future comprehensive trail planning process.

Westside - Rainbow (#7)

Current Situation

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.

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 unceded lands currently managed by the Province, with the Alpine Meadows neighborhood comprising of many private parcels.

- 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 are located at the 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).
- E-bikes and dogs are not permitted by the RMOW above the Flank Trail

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, 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 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.

Trails and Infrastructure

Rainbow contains the third highest number and length of trails within the study area. There are 56 trails, totalling 92 km in length. 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. Key points include:

- 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.

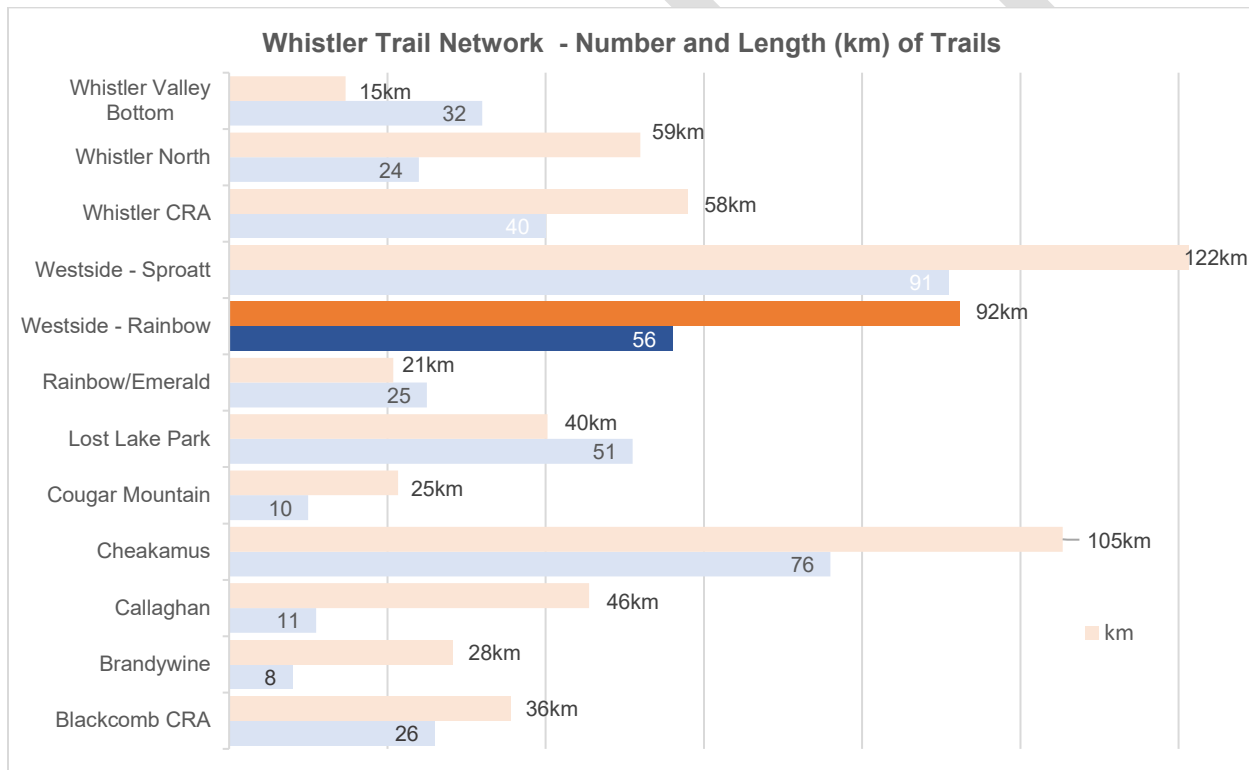


Figure 19: Total number and length of trails in Rainbow

Trail Use Types

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

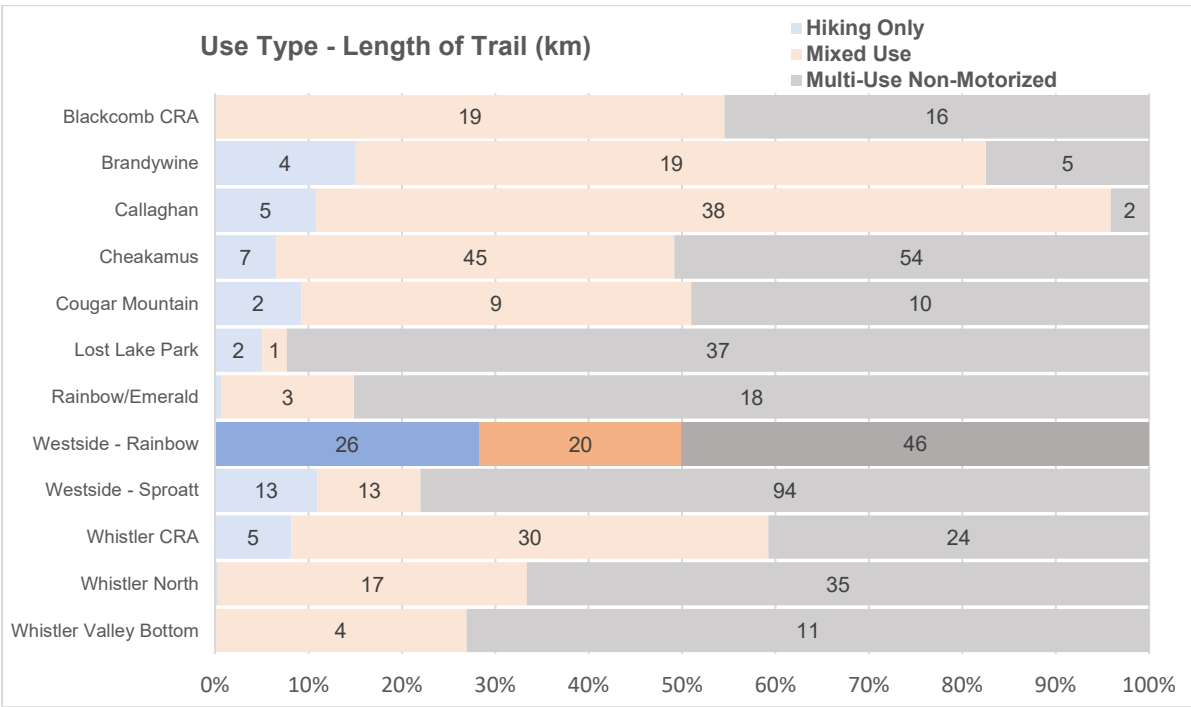


Figure 20: Trail length and use type in Rainbow (including access)

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

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 many 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

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.

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.”

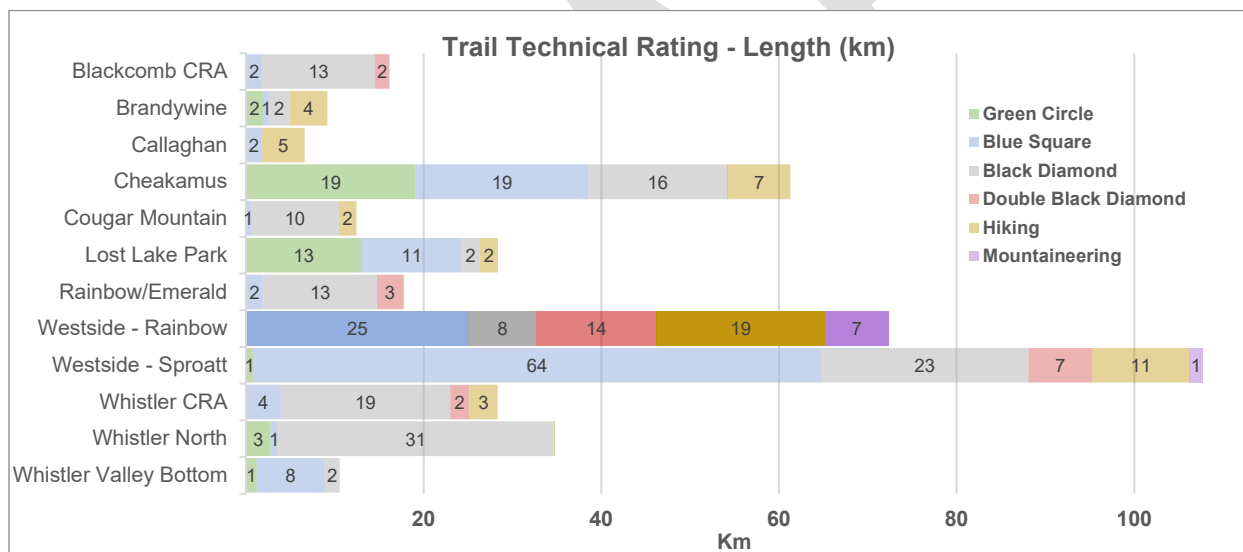


Figure 21: Technical difficulty of trails in Rainbow by length (not including access)

Planned Trails

- Cultured Climb Extension (Howler Contracting with support from WORCA, Section 57 submitted)
- Non-Motorized, More Difficult, Uphill Primary

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	Destinations and Key Trails	Land Manager Maintenance Responsibility	Comments	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. Fee based.	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. Limited capacity.	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

Suitability Analysis

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 directly adjacent to Alpine Meadows, given the existing five unauthorized trails.

This area is MORE suitable for:

- Designated Staging Area
- Mixed trail rating development such as green trails with intermediate options or 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:

- Any trail planning efforts should include collaborating with the Líl'wat Nation and Skwxwú7mesh Úxwumixw.
- Continue to monitor grizzly bear recovery and use in the area.
- Continue to not permit e-bikes and dogs above the Flank Trail.
- Establish an appropriate staging area to support Rainbow and Skywalk network use.
- Explore opportunities and feasibility for a shuttle service to Skywalk trailhead as an alternative to private automobile transportation.
- Explore potential trail connectivity to the Valley Trail and adjacent Network Areas where appropriate.

Westside - Sproatt (#8)

Current Situation

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.

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

Land Use

- Contains 30% of Unceded lands currently managed by the Province 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 several trails on their property.
- Cheakamus Community Forest operates within this area and has long-term harvesting and fuel management activities planned.
- Unceded lands currently managed by the Province 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.
- New commercial guiding, or event uses, are not supported by the RMOW above the Flank Trail.

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, 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 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 by the RMOW 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.

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. 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 and hiking.

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 residential areas. The sub-alpine and alpine areas feature fewer trails, although they cover more distance.
- 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.

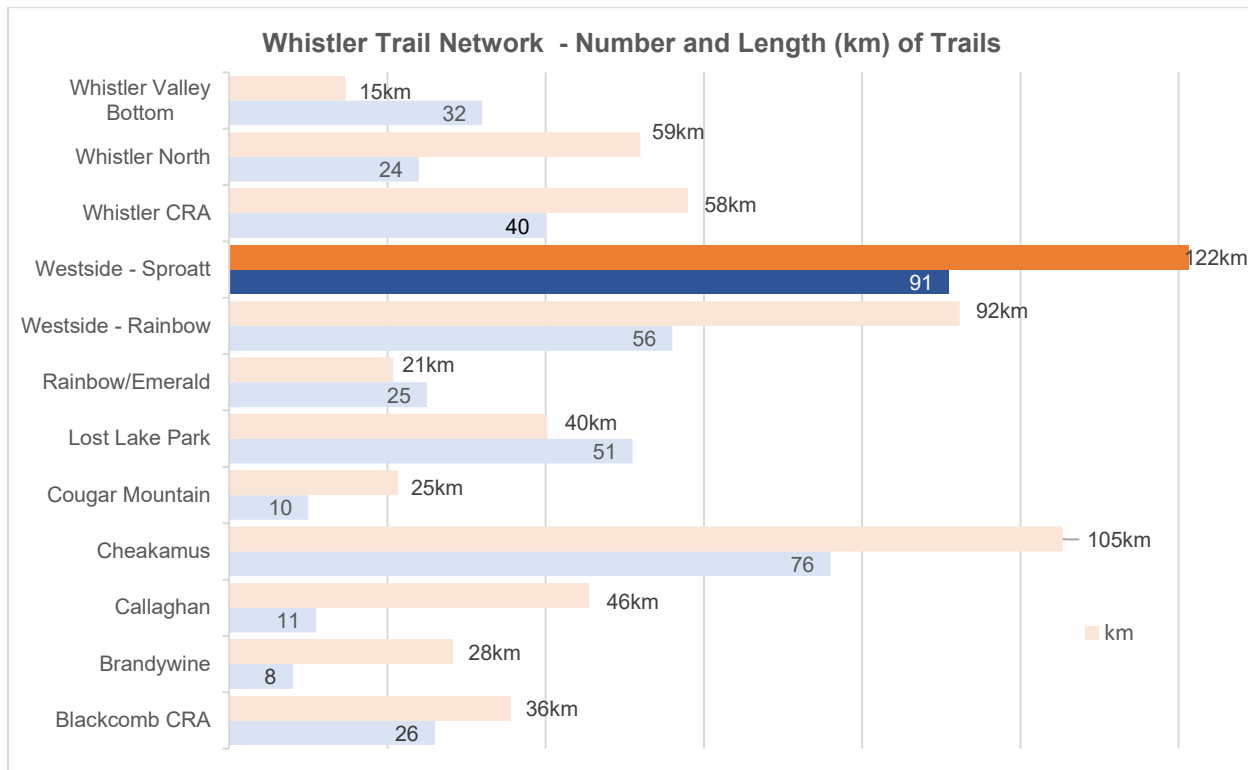


Figure 22: Total number and length of trails in Sproatt (including access)

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 moto 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 mountain bike 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.
- E-bikes and dogs are not permitted by the RMOW above the FlankTrail

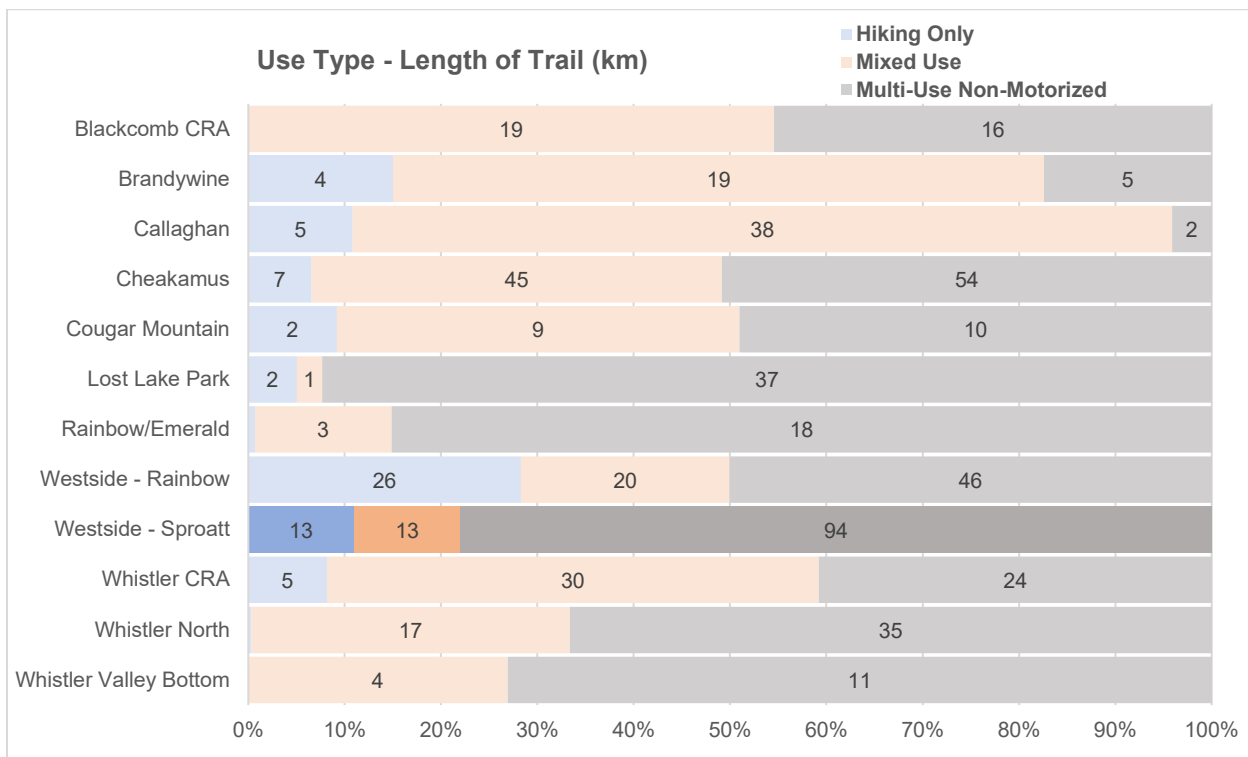


Figure 23: Trail length and use type in Sproatt (including access)

Key Trails

Key Access Trails

- Rainbow Lake
- 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

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

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.

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
- Highest number of Blue trails 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.

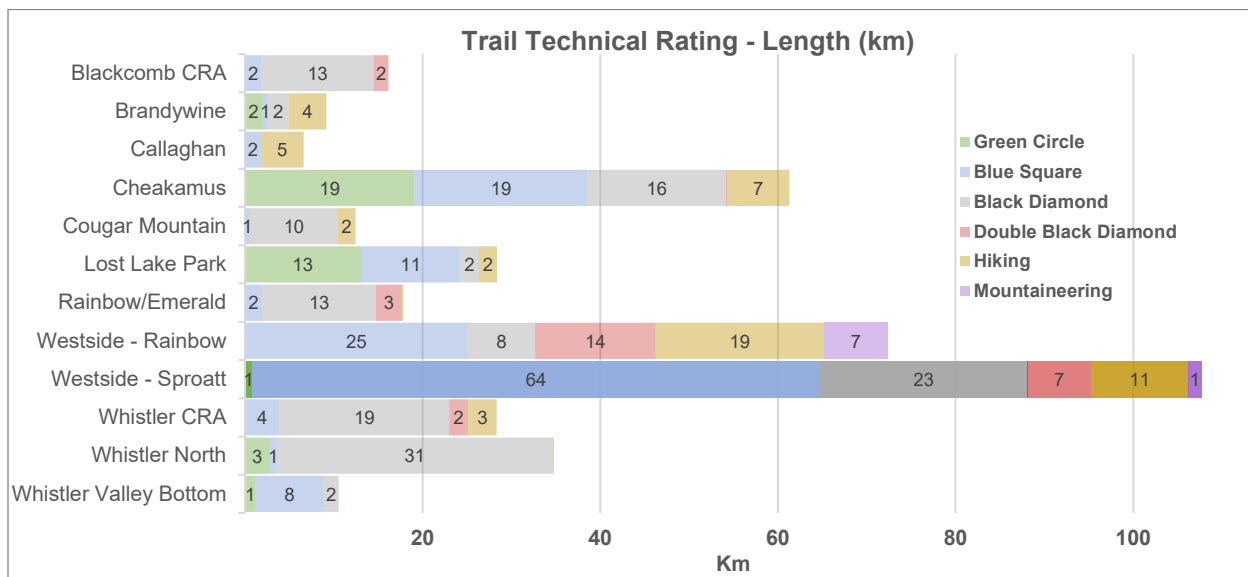


Figure 24: Technical difficulty of trails in Sproatt by length (not including access)

Planned Trails

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

The Beaver Pond re-route has been completed 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
- 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, Authorized:REC16185)
 - Deferred indefinitely for SWPP and GBHCS concerns.
- Rainbow Lake – Rainbow's End/Skywalk (RMOW, planned)
 - More Difficult, two-way
 - Deferred indefinitely for SWPP and GBHCS concerns.
- Sirloin Alternative Climb in Stonebridge Park area to avoid existing private property (RMOW, flagged route and communication)

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 Whistler Interpretive Forest, Rainbow Park, and Rainbow Falls / Lake trailhead. Capacity challenges at these staging areas, notable gaps 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. This has led to noise, privacy and waste complaints from the public.

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	Destinations and Key Trail	Land Manager Maintenance Responsibility	Comments	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. Fee based. Limited capacity.	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. Limited capacity.	No	No

Informal Staging Areas

No informal staging areas provide access to Sproatt.

Roadside Parking

It's estimated that 50% of areas identified as roadside parking along Alta Lake Road are used to access Sproatt trails. The area surrounding Nita Lake Estates and the bottom of Stonebridge 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

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.

This area is MORE suitable for:

- Staging Area for core Sproatt access.
- Mountain bike climbing trail connectivity from valley floor to improve experience, useability and connectivity.
- Mixed trail rating development such as Green trails with Blue options and/or 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.
- Continue to not permit e-bikes and dogs above the Flank Trail.
- 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.
- Avoid trail development within Whistler's municipal watershed area.
- Hold deferred alpine network trails in reserve subject to ongoing and future determinations regarding suitability related to wildlife or source water considerations.
- Any trail planning efforts should include collaborating with the Líl'wat Nation and Skwxwú7mesh Úxwumixw.
- Consider and plan for any 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.
- '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 comprehensive trail planning process.

Whistler North (#9)

Current Situation

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 uncaded lands currently managed by the province, 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/Archaeological Site (Rethel Creek, Green River, Wedge Creek FSR area)
- RMOW – Parkhurst Park area
- Whistler Paintball
- Wedgemount Lake (Garibaldi Provincial Park) trail staging and access.
- Wedge Creek Independent Power Project
- CN Railway
- Cell tower

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.

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 unceded lands currently managed by the province 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.

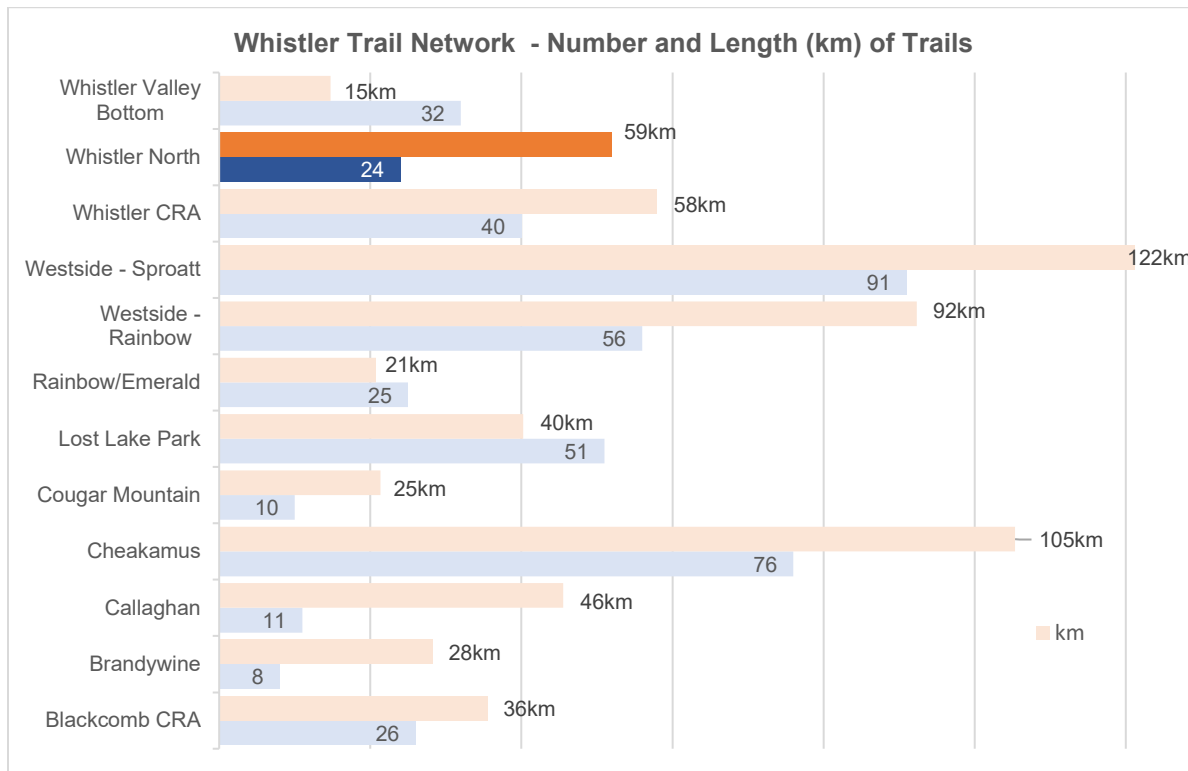


Figure 25: Total number and length of trails in Whistler North (including access)

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 32)

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

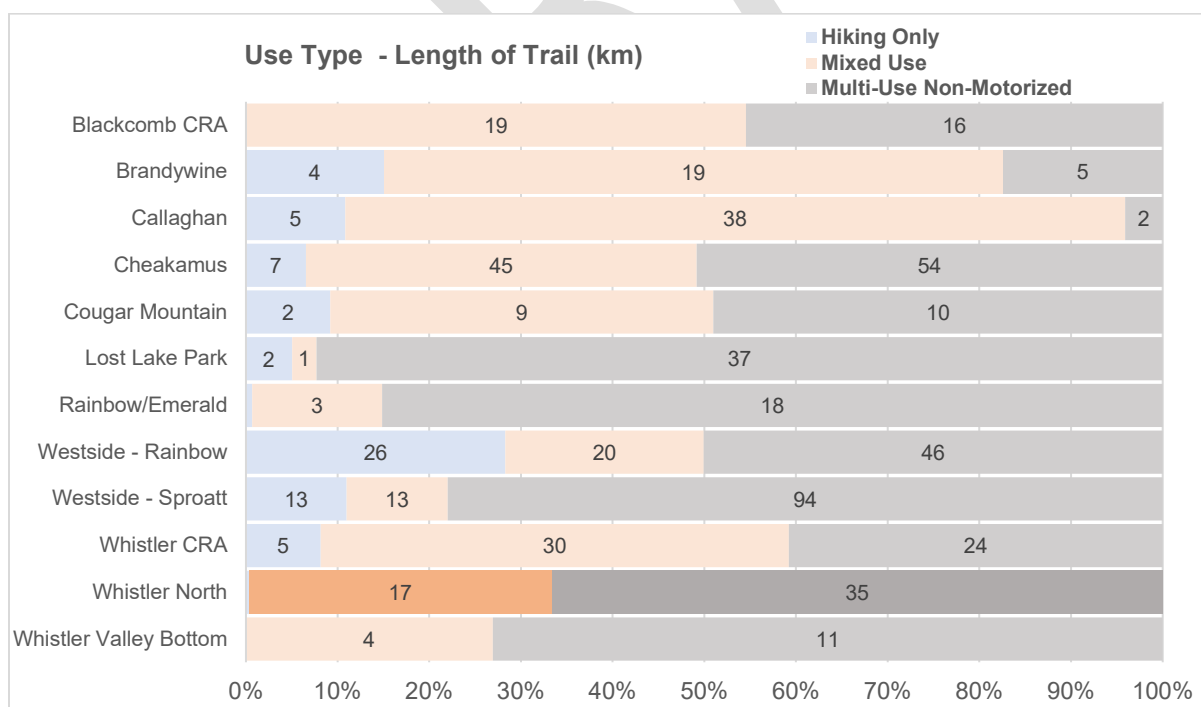


Figure 26: Trail length and use type in Whistler North (including access)

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)

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, albeit unauthorized, advanced level trails.

Table 27: Whistler North key destinations and viewpoints

Name	Type	Map Label
Parkhurst Ghost Town	Destination	22

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.

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 33).

- 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."

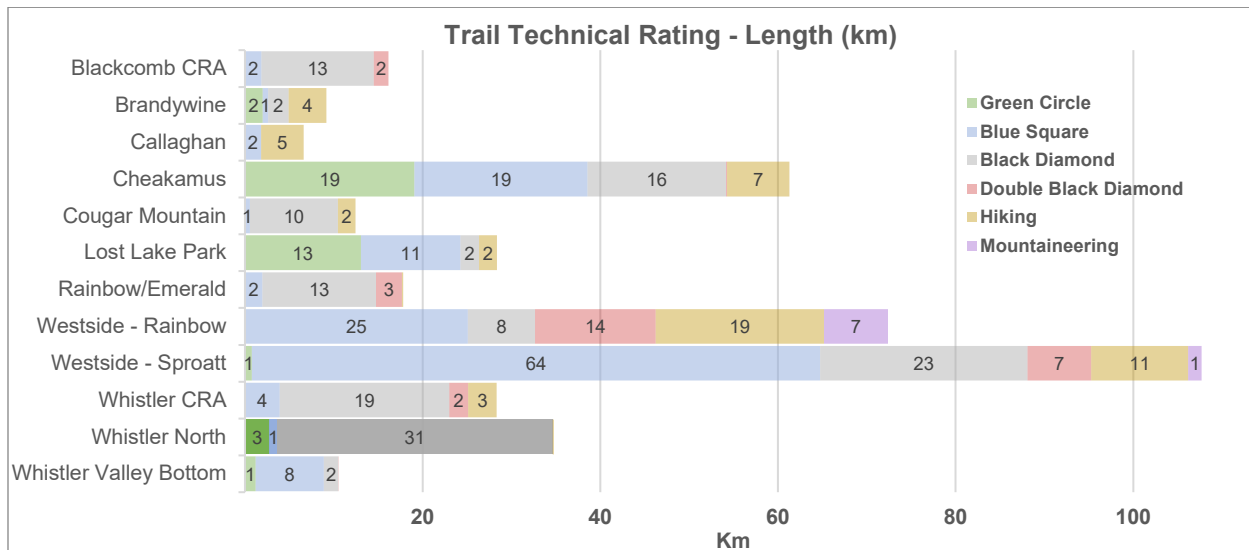


Figure 27: Technical difficulty of trails in Whistler North by length (not including access)

Planned Trails

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

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	Destinations and Key Trails	Land Manager Maintenance Responsibility	Comments	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. Limited capacity.	Yes	Yes
9	Wedgemount Lake	Whistler North	Wedgemount Lake trail	BC Parks		No	No

Informal Staging Areas

Table 29: Whistler North informal staging areas

		Description				Comments	Connections
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Parking Area #	Informal Staging Area		Trail Network Area	Destinations and Key Trails	Overarching Land Manager		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 Riverside Campground. Also used for Disc Golf access.	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 Transit (MOTT) and RSTBC. Pull out on highway 99 not permitted by MOTT	No	No
50	Parkhurst-Hwy 99	Highway roadside parking pull-out	Whistler North	Parkhurst trails	Pull out on highway 99 not permitted by MOTT	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	Not approved by MOTT	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 MOTT	No	No

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

This area is MORE suitable for:

- Staging Area amenity improvements
- Mixed trail rating development such as Green trails with Blue options and/or 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:

- Any trail planning efforts should include collaborating with the Líl'wat Nation and Skwxwú7mesh Úxwumixw.
- Explore opportunities to formalize existing trails including Playground trails network.
- Work with local trail builders to discourage further unauthorized trail construction and make aware of bylaw infractions and associated fines.
- Develop a comprehensive park and trail plan for the municipally owned Parkhurst lands that considers trail access, connectivity and user dispersion along with other municipal park needs.

Whistler Valley Bottom (#10)

Current Situation

The Whistler Valley Bottom network area (Valley) 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, interspersed with some small parcels of uncaded lands currently managed by the province.

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
- Provincially managed uncaded parcels
- Public and private utilities
- Transportation Network

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

Trails and Infrastructure

The Whistler Valley area accounts for the remainder of trails not included in the previous sections and includes a number of smaller areas serving local residential areas. This includes 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.

While this does not include the Valley Trail, they do allow 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.

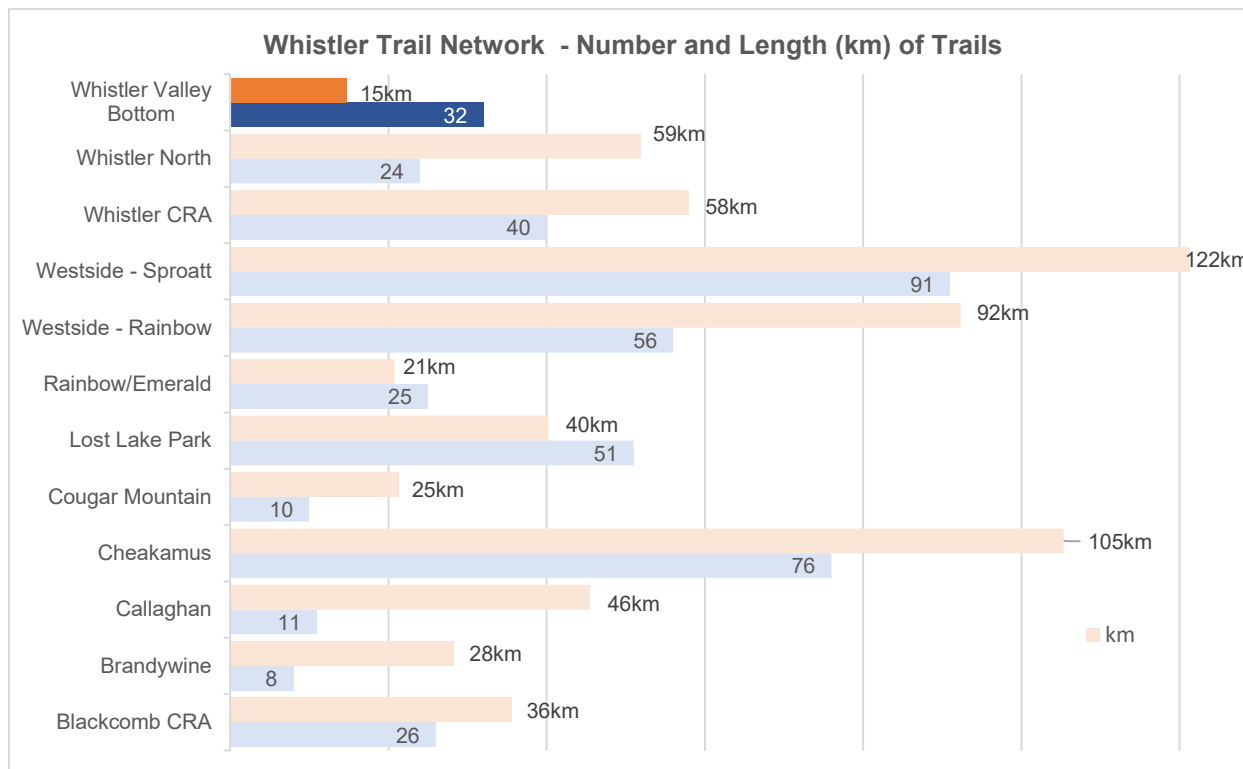


Figure 28: Total number and length of trails in Valley (including access)

Trail Use Types

Valley has extensive use by a wide range of users and provides access to mixed level trail options (Figure 35)

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

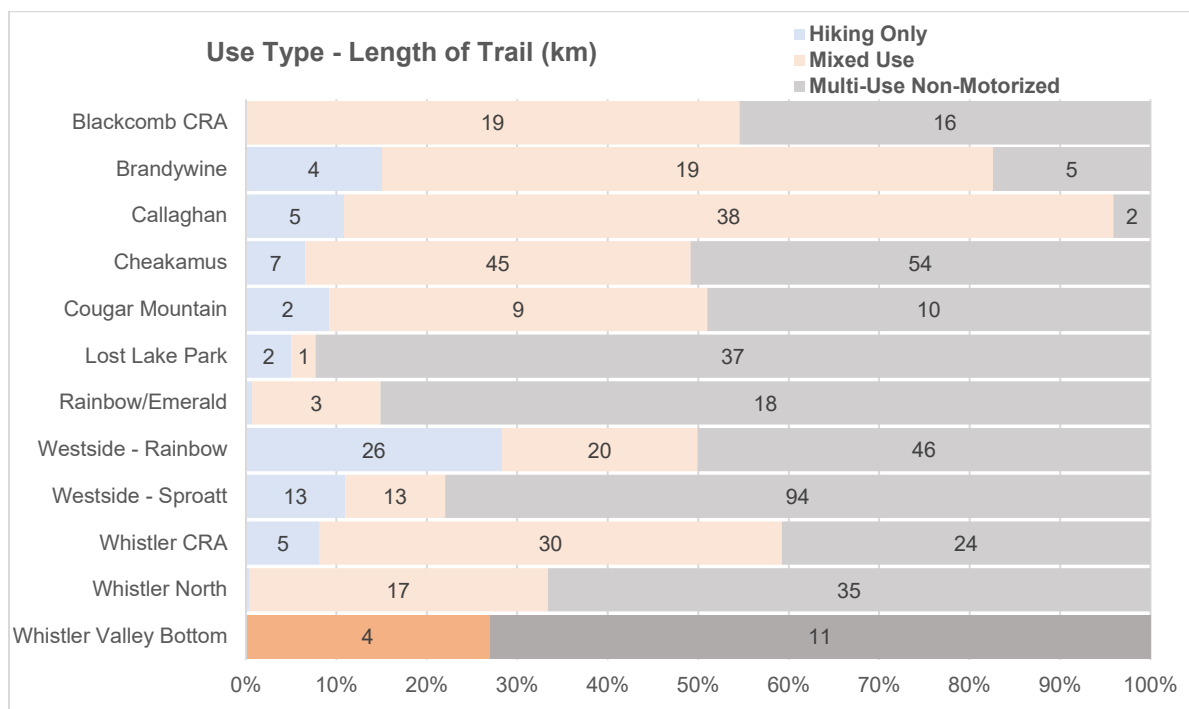


Figure 29: Trail length and use type in Valley (including access)

Key Access Trails

- Valley Trail Network

Prominent Trails

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

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 Campground	Amenity	43
Fitzsimmons Skills Park	Amenity	44

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.

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 36).

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

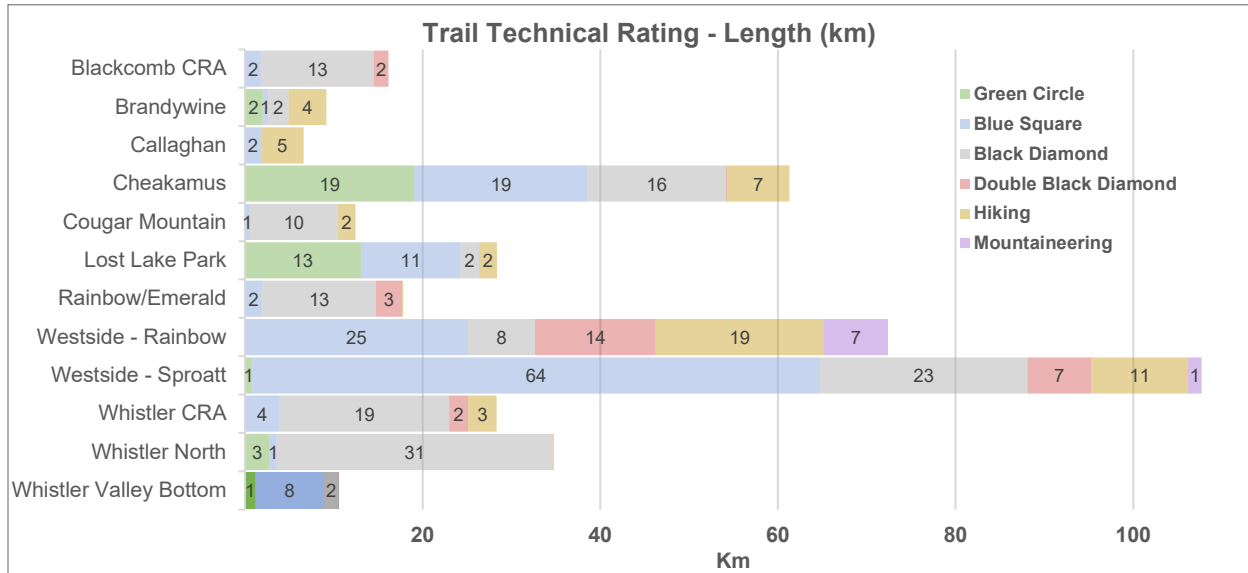


Figure 30: Technical difficulty of trails in Valley by length (not including access)

Planned Trails

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

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	Destinations and Key Trails	Land Manager Maintenance Responsibility	Comments	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. Fee based.	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. Limited capacity.	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.

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:

- Black trail development
- Additional trails in key habitat areas

This area is MORE suitable for:

- 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:

- Any trail planning efforts should include collaborating with the Líl'wat Nation and Skwxwú7mesh Úxwumixw.
- Consider upgrades to Blueberry Hill trails for useability and sustainability.
- Explore staging opportunities for park and trail use.

Whistler and Blackcomb CRAs (#11)

Current Situation

The Blackcomb and Whistler 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's are the legal boundary of Whistler Blackcomb's 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 Provincial Park.

Additionally, this area contains many historic unauthorized public recreation trails that enter and exit into adjacent valley neighbourhoods including trails that have been authorized through Whistler Blackcomb's 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. 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, 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 (MDA). There are 26 trails non-commercial trails totaling 28 km 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 Mountain 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 Whistler Bike Park (WBP) which has begun to encapsulate some of them and incorporate into their operations as they were brought under the purview of the approved Master Development Agreement (MDA). There has been significant ongoing unauthorized building leading out of the WBP trails into nearby residential areas, particularly in the Brio, Nordic, Bayshores and Spring Creek. WB and WORCA have also worked collaboratively on authorized projects including Tunnel Vision, Hind Sight, and Single Track Mind in the Bayshores and Spring Creek area to provide important two-way connectivity to the Cheakamus area.

As both CRA's are ultimately managed by Whistler Blackcomb as the unceded lands currently managed by the Province 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 Whistler Blackcomb 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.

The RMOW does not directly fund any trail construction or maintenance within the Whistler Blackcomb Commercial Recreation Areas (CRA's). The RMOW does provide funding to WORCA to undertake maintenance activities for several formally approved trails located within the CRA's and outside of the Whistler Bike Park.

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.

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 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 Tunnel Vision zone that provide connectivity between Cheakamus and Creekside, while other historic public trails located 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.

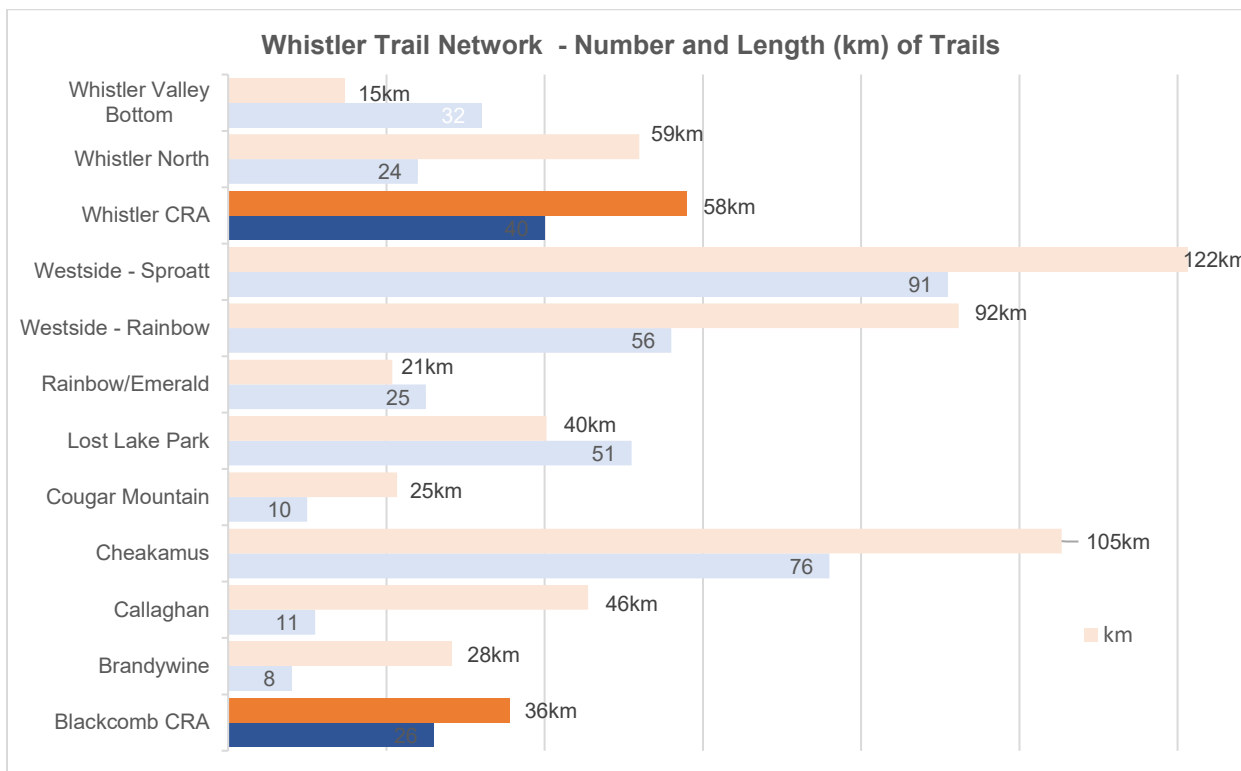


Figure 31: Total number and length of trails in Valley (including access)

Trail Use Types

The Blackcomb CRA 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

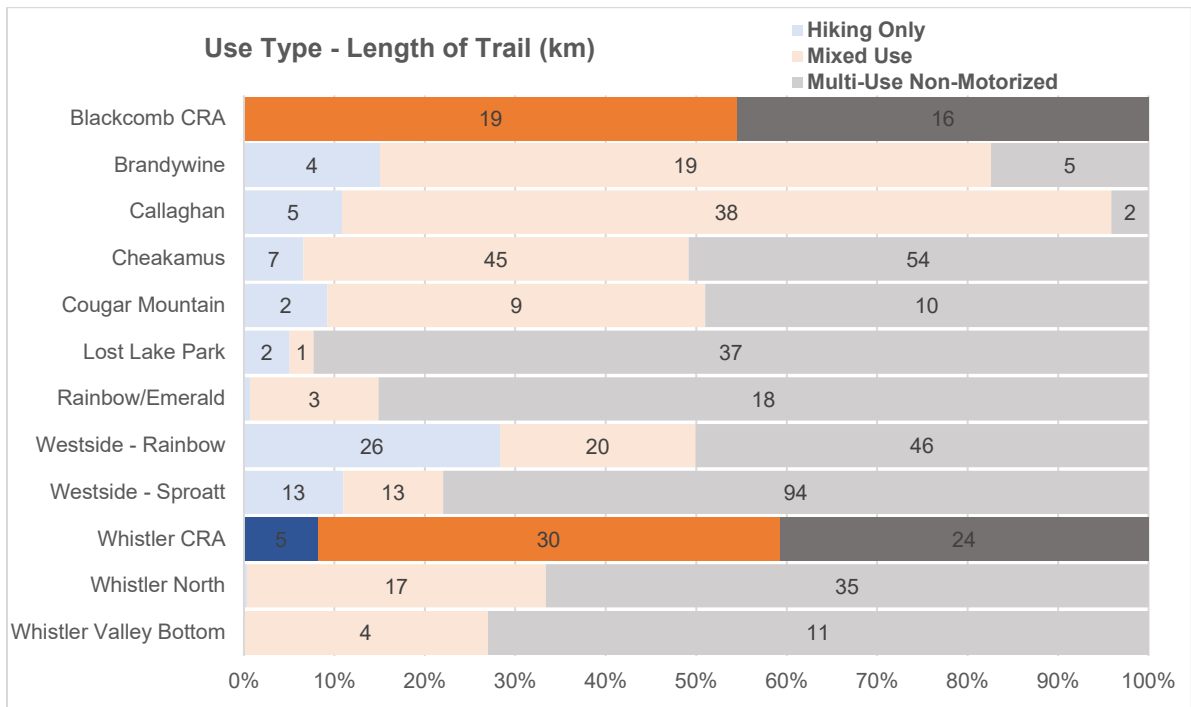


Figure 32: Trail length and use type in Valley (including access)

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

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.

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

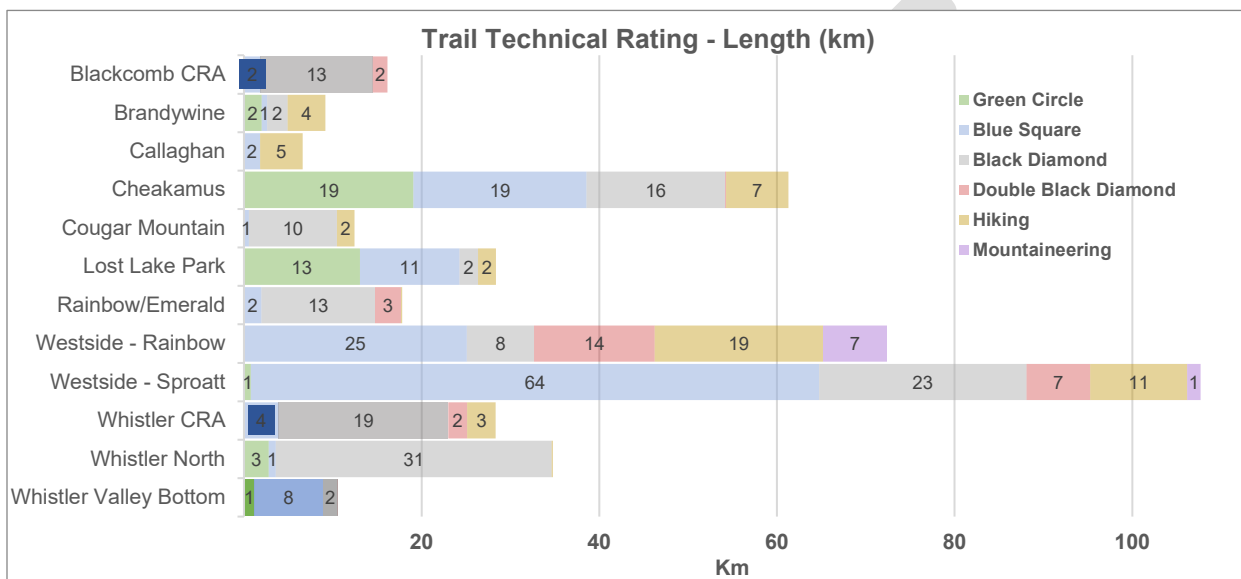


Figure 33: Technical difficulty of trails in Valley by length (not including access)

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.

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.

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.

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 33: Valley designated staging areas

DRAFT

Parking Area #	Name	Trail Network Area	Destinations and Key Trails	Land Manager Maintenance Responsibility	Comments	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

Undesignated Staging Areas

Table 34: CRA informal staging areas

Parking Area #	Undesignated 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 35: 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

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 (Khyber Pass) as an important historic valley to peak trail access.
- Minimize impacts from WBP trail development on the historic and existing public network between Cheakamus and Creekside.