



**WHISTLER BLACKCOMB
MASTER PLAN UPDATE 2010**

WHISTLER

Prepared for:

Mr. Doug Forseth
Senior VP Operations
Intrawest Corporation
4545 Blackcomb Way
Whistler, BC V0N 1B4

Tel: 604 932-3141 Fax: 604 938-7527

email: dforseth@intrawest.com

Prepared By:

Ecosign Mountain Resort Planners Ltd.
8073 Timber Lane P.O. Box 63
Whistler, B.C. Canada V0N 1B0

Tel: 604 932 5976 Fax: 604 932 1897

email: info@ecosign.com

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FOREWORD

Ecosign Mountain Resort Planners Ltd., has prepared ski area master plans in British Columbia since 1975. We prepared the first Ski Area Master Plan for Whistler Mountain in 1978 and we also prepared a conceptual Master Plan for Blackcomb Mountain in 1978 for the Blackcomb Skiing Corporation. Updates to the Master Plans for both mountains have been prepared periodically over the past 30 years. As the primary author of the Master Plans, it is important for the public, government officials and First Nations to understand that while we have worked diligently with the highly skilled and respected management team at Whistler Blackcomb, visions of the future are by their very nature imperfect. We have specifically found over the years that changes in the preferences of Whistler Blackcomb's clientele, population demographics and new types of winter sports mean that there will need to be flexibility in the Master Plan in the future. I give just two examples: The first two master plans for each of Whistler and Blackcomb had no mention whatsoever of snowboarding and yet snowboarders now comprise about one-third of all visitors on average throughout the winter season. The second example is new lift technology. There was no such thing as high speed, detachable grip chairlifts until our master plan for Blackcomb in 1986. Moreover, while we have long had dreams of connecting the alpine areas of Whistler and Blackcomb the technology was simply not available until around 2005. The new 3S (three ropes) technology allowed the true connection of the mountain top restaurants on each Whistler and Blackcomb with the revolutionary PEAK 2 PEAK Gondola which opened in December 2008. The tremendous success of the PEAK 2 PEAK Gondola as an iconic tourist attraction is an example of how changes in technology can allow for even greater visions to be realized.

In summary, when this document is reviewed in five, ten, twenty or thirty years we request that open mindedness and flexibility be utilized in examining future proposals in the ever changing requirements of visitors to Whistler and Blackcomb Mountains.

November 1, 2010



Paul E. Mathews, President
Ecosign Mountain Resort Planners Ltd.

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I. INTRODUCTION

Overview

The Whistler Blackcomb Ski Resort is located on Crown Land in the Resort Municipality of Whistler. Whistler and Blackcomb Mountains are now under the ownership of Whistler Blackcomb Holdings Inc. and Nippon Cable Co. Ltd. and marketed to the public as one resort. The two mountains were originally developed as separate but adjacent ski resorts by independent owners. Each mountain has its own Operating License and Master Development Agreement with the Province of British Columbia. The Operating License governs the ongoing operation of the ski area on Crown Land. The Master Development Agreement allows for the phased development of mountain improvements and base area facilities within a Controlled Recreation Area (CRA) in accordance with a Ski Area Master Plan that is to be updated from time to time. The Blackcomb Mountain Master Plan was last updated by Ecosign in 1993 and an update of the Whistler Mountain Master Plan was prepared in 1998. Whistler Blackcomb retained Ecosign Mountain Resort Planners Ltd., to prepare updates of the Whistler Mountain Master Plan and the Blackcomb Mountain Master Plan in 2009.

A separate Ski Area Master Plan has been prepared for each mountain, however, since the two mountains share the same resort village and are interconnected by the new PEAK 2 PEAK gondola, there are many elements of these master plan reports that are common to both mountains.



View towards Whistler Mountain Peak

The Whistler Mountain Master Plan Update 2010 contains an inventory of the existing recreation improvements, service facilities and infrastructure located within its CRA, including a description of all season recreational operations and third party tenures. The future recreational development potential of the terrain within the CRA and the RMOW's current plans for future development within Whistler are described in the Development Analysis section. The Mountain Facilities section of this report outlines Intrawest's future plans for proposed recreation improvements and future adventure tourism activities on Whistler Mountain. Future plans for support services required at each of the mountain's valley staging areas are outlined in the Base Area Facilities section.

.1 Location and Regional Context

Whistler Blackcomb Ski Resort is located in the Resort Municipality of Whistler (RMOW), in the Squamish-Lillooet Regional District. Whistler Mountain's Controlled Recreation area abuts Garibaldi Provincial Park on the south and east, private land in Whistler on the west and the Blackcomb Mountain CRA on the north. Whistler Village is approximately 120 kilometres north of Vancouver, B.C. Metro Vancouver is Canada's third largest city, with a population of approximately 2.3 million people. Vancouver International Airport is approximately 135 kilometres south of Whistler and services 17.9 million passengers annually with connections to all major Canadian & U.S cities, Europe, Asia and Australia. There is regular scheduled bus service between Whistler and Vancouver and Vancouver International Airport, with frequency of service varying by season.

Access to Whistler Blackcomb is via Highway 99 (Sea to Sky Highway) which goes from West Vancouver along the edge of Howe Sound to Squamish, and inland to Whistler. Highway 99 continues for 35 kilometres north to Pemberton and then heads north-east to connect with Highway 97 in the interior of the Province. The Sea to Sky Highway between West Vancouver and Whistler was recently upgraded for the 2010 Olympic Winter Games. Interstate 5 connects Vancouver with Seattle, Washington, 220 kilometres to the south. Figure 1 illustrates the Area Location of Whistler Mountain and Whistler Resort and Figure 2 outlines the Study Area on Whistler Mountain.

.2 Historical Perspective

In the 1800's, the Whistler valley was part of a traveling route to the gold fields in the Caribou region known as the Pemberton Trail. The area was first surveyed by employees of the Hudson's Bay Company in 1858 and Whistler Mountain was named London Mountain by British Naval Officers and Surveyors in 1860, due to the surrounding fog. One of the first settlers in the valley was a trapper named John

Millar who ran a stopping house on the Pemberton Trail near the current Function Junction. The rough trail was only suitable for those travelling by foot, leading packhorses.

In 1913, Alex and Myrtle Philip purchased 10 acres of land on the northwest corner of Alta Lake and constructed Rainbow Lodge, a summer fishing resort. Access to the valley was greatly improved in 1915 with the opening of the Pacific Great Eastern (PGE) Railway providing rail service between Squamish and Lillooet. The Philips expanded Rainbow Lodge to accommodate 100 guests and it became the most popular summer tourist destination west of Banff and Jasper. Many other lodges were built around the lake to service the summer tourist trade and the small community became known as Alta Lake. In addition to water based recreation, the area between Squamish and Alta Lake was attractive for alpine hiking. Garibaldi Provincial Park, extending from just north of Squamish to just south of Pemberton was established in 1927 to conserve the significant glacial and volcanic alpine landscape.

In addition to tourism, the early economy relied on logging and mining. For several years there were mills and lumber operations on the shores of the valley's lakes with the timber transported to market by rail. In 1956, the railway was extended along the shore of Howe Sound to North Vancouver. With improved access, more people built summer cabins along the shores of the valley's lakes.



Although Alta Lake residents often ski toured on the surrounding mountains, lift serviced skiing wasn't contemplated until 1960 when a group of Canadian Olympic

Committee officials searching for a Canadian site for a future Winter Olympics near Vancouver, selected London Mountain at Alta Lake. Franz Wilhelmsen headed a group of Vancouver businessmen and skiers in the formation of the Garibaldi Olympic Development Association (GODA) to develop the site to host a future Winter Olympics. The mountain's name was officially changed from London to its locally known name of Whistler, in honour of the shrill whistles made by the many marmots inhabiting the alpine areas. Garibaldi Lifts Limited was created in 1962, with Franz Wilhelmsen as president, to raise funds and erect and operate lifts on Whistler Mountain. By the fall of 1965, a four-passenger gondola to the mountain's mid-station, a double chairlift to the tree line and two T-bars (one in the alpine and one in the valley) had been installed, along with a parking lot and base lodge at Whistler Creek and a small warming hut in the alpine. The Provincial government completed a narrow gravel road from Vancouver, and the community of Alta Lake finally got electricity when a substation to power the ski lifts was built in 1965. Whistler Mountain opened to the public in February 1966. The road from Vancouver was paved to Whistler in 1966 and to Pemberton in 1972.

Following the opening of the ski area, more subdivisions and cabins were built in the surrounding area. In 1974, the Provincial government halted development to prepare a plan for the provision of local government and badly needed services such as water, sewer, fire protection and policing to the rapidly growing community. The result of the planning process was the concept of developing a destination ski resort with a pedestrian resort village anchoring two ski areas. The Resort Municipality of Whistler was created in 1975 and Alta Lake was renamed Whistler in 1976. In 1977, the province issued a proposal call for the development of a ski area on Blackcomb Mountain and in 1978, 53 acres of Crown land were given to the Municipality to develop the town centre at the base of the two mountains. Blackcomb Mountain opened in 1980 with 5 lifts and 1,240 vertical metres of skiing. Whistler Mountain installed lifts and developed trails on its north side extending to the new village site. Construction of the accommodation in Whistler Village marked the beginning of Whistler's transformation into a major destination ski resort. Independently owned, the two mountains pressured each other to improve. When Blackcomb installed the 7th Heaven T-Bar providing skiers with one vertical mile of skiing, Whistler Mountain responded with the installation of the Peak Chair providing access to the high alpine.

Development continued rapidly during the late 1980's and early 1990's, resulting in a significant increase in annual skier and summer visits. In 1987, Whistler Mountain was purchased by the Young and Barker families through Bartrack Holdings Ltd. and Marin Investments Ltd. The 10-passenger Whistler Express Gondola was installed in 1988, which provided weather protected high speed access from Whistler Village to the alpine area. The following season, the two fixed grip Green Chairs were replaced with one high speed, detachable quadruple chairlift.

Whistler Resort has been rated as the number one destination resort in North America for many consecutive years in Snow Country, Ski and Skiing Magazines.

In December 1996, Intrawest Corporation and Whistler Mountain Holdings announced their intention to combine the companies and their assets into one company under the Intrawest Resorts name. Over the following year, management and marketing of the two mountains was consolidated and the combined ski area became known to the public as Whistler Blackcomb. Intrawest Corporation was acquired by the private equity fund Fortress Investments LLC in October 2006. In the fall of 2010 Fortress initiated an effort to sell off their share of Whistler Blackcomb and separate it from Intrawest. The IPO was successfully completed on November 9, 2010. Whistler Blackcomb Holdings Inc. was established as a public corporation on the Toronto Stock Exchange. Nippon Cable increased their ownership to 25% and the remaining 75% is held in the public company. Under Whistler Blackcomb Holdings Inc., the two partnerships of Whistler Mountain Resort Limited Partnership and Blackcomb Skiing Enterprises Limited partnership operate the business of Whistler Blackcomb.

Construction of the Alpine Skiing Venue for the Vancouver 2010 Olympic Winter Games was completed on the northwest side of Whistler Mountain in 2007. With the construction of the PEAK 2 PEAK Gondola in 2007 and 2008, Whistler Mountain and Blackcomb Mountain became joined via the longest continuous lift system in the world. For the 2009/10 season Whistler Mountain will operate 20 lifts including the PEAK 2 PEAK 3S Gondola, 2 high speed gondolas, 7 high speed quad chairs, 2 triple chairs, 2 alpine T-bars and 9 surface beginner lifts. There are 8 mountain restaurants for skiers, snowboarders and sightseers to enjoy. Whistler Mountain has 1 terrain park and operates a snowmaking system capable of covering 87 hectares (215 acres). Today, Whistler and Blackcomb Mountains combined have over 8,100 skiable acres with 38 lifts and more than 200 ski trails. Whistler Mountain skier/snowboarder visits for the 2008/09 season were recorded at just over one million.

.3 Planning Issues

The successful design and operation of a mountain resort requires a solid footing on three separate pillars. The three critical resort elements, as illustrated in Plate I.1, are: physical, market and economic characteristics and factors.

CRITICAL RESORT ELEMENTS

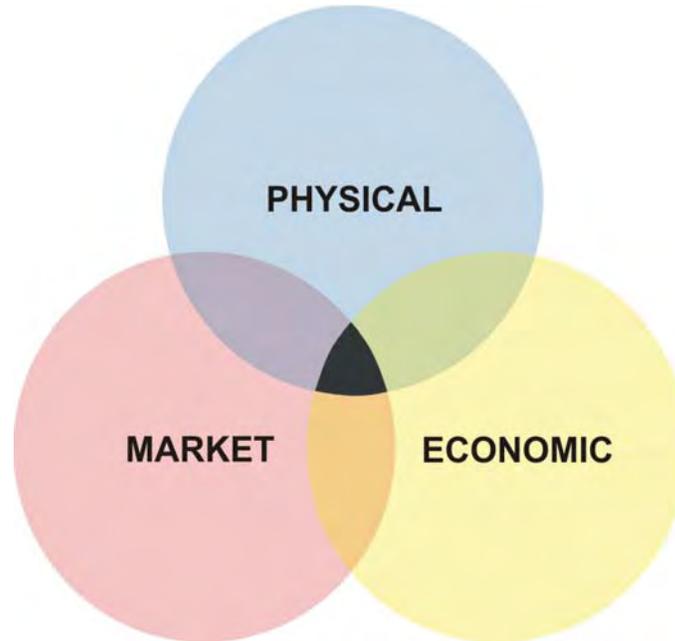


PLATE I.1

The physical site characteristics include:

- environmental resources including water, air, soil, vegetation and wildlife
- terrain
- climate
- natural hazards
- visual resources
- recreational resources

The master planning process incorporates research by scientists, ecologists and recreational planners to document the physical characteristics of each individual site with air photos, topographical maps, three-dimensional computer models, on-site field work and surveying, and analytical planning technologies.

The next critical element necessary for a feasible mountain resort deals with the market characteristics including:

- access to the site
- the size and proximity of local, regional and destination markets
- population demographics such as: age, income and education
- population dynamics such as: growth, aging, and social trends, for example, fitness

Finally, there are economic factors and characteristics to be considered such as:

- resort capacity
- length of operating season (winter and summer)
- infrastructure cost and availability
- capital costs of facilities
- operating efficiency
- revenue sources and pricing
- human resources

Every resort possesses a different blend of these characteristics. It is very important to understand and document the balance between the physical, market and economic characteristics of each individual project.

.4 Glossary

The ski industry has a number of terms and technical jargon specific to ski area development, hence, a glossary is provided:

1. **Skier Visit** - One person visiting a ski area for all or part of a day or night for the purpose of skiing or snowboarding. This is the total number of lift tickets issued. Skier visits include a person holding a full-day, half-day, night, complimentary, adult, child, season, or any other ticket type that gives a skier the use of an area's facilities.
2. **Rated Uphill Capacity** - The manufacturer's rated number of skiers per hour a lift can transport to the top of the lift. An area's hourly capacity is the sum of the individual lifts
3. **VTM/Hour (000) - (Vertical Transport Metres Per Hour)** - The number of people lifted 1,000 vertical metres in one hour (vertical rise of a lift, times the lift capacity per hour, divided by 1,000). An area's total VTM, is the sum of VTM for all lifts.
4. **VTM Demand/Skier/Day** - The amount of vertical skied (demanded) each day by a skier.
5. **Skier (Comfortable) Carrying Capacity (SCC)** - The number of skiers that a given ski area can comfortably support on the slopes and lifts without overcrowding, or those that may be accommodated at one time and still preserve a congenial environment. A ski area's comfortable carrying capacity is a function of VTM demand per skier, VTM supplied per hour, difficulty of terrain and scope

of support facilities. The Skier Carrying Capacity of an area is calculated assuming all the terrain is available for skiers and that the skiers are evenly distributed over the available terrain. If weather and or snow conditions make parts of the area more attractive than others, the more attractive areas may feel overcrowded even though there are fewer skiers on the mountain than the area's theoretical SCC. For ski areas like Whistler Blackcomb that sometimes need to shut down sections of the mountain due to stormy weather (high winds, poor visibility or avalanche risk), there must still be sufficient ski terrain and lift capacity to provide holiday crowds with an enjoyable ski experience. Therefore Whistler Blackcomb has historically provided an SCC in excess of the anticipated peak day skier visit levels.

Skier Carrying Capacity assumes that there will be lift queues. A detachable chairlift would expect to have a lift queue equal to 2 times the ride time while the fixed grip chairlift would have a lift queue equal to its ride time under peak conditions. Sometimes it is desirable to provide sufficient lift capacity at certain lifts so that access to the lifts is relatively free flowing and no queues develop. Ecosign refers to the design capacity where no lift queues develop during the peak skier visitation as the Quality Carrying Capacity (QCC) of the lift system.

6. **Utilization** - Is measured, as a percent, of skier carrying capacity. Comfortable Seasonal Capacity is the product of a ski area's daily skier carrying capacity times its days of operation. Utilization compares actual skier visits to calculated comfortable seasonal capacity.
7. **Terrain Pod** - a contiguous area of land deemed suitable for ski lift and trail development due to its slope gradients, exposure and fall line characteristics.

II. INVENTORY

.1 Introduction

The inventory stage includes the identification, analysis and mapping of all on-site and off-site factors which may affect the development potential of the ski area. The inventory data includes: the land status, climatic, biophysical, and physiographic characteristics of the Study Area, as well as an analysis of the existing ski area. The study area identified for mountain and base analysis purposes encompasses about 5,250 hectares. The Whistler Mountain Controlled Recreation Area (CRA) comprises, 3,700 hectares on the south and west side of Fitzsimmons Creek, and is illustrated on all maps and figures. Through an understanding of the site's existing conditions and natural process, environmentally sensitive areas can largely be avoided and natural development opportunities maximized.

As a prelude to discussing the mountain's characteristics, it is appropriate to familiarize the reader with the basic requirements of ski area development. Ski area development is generally considered to be a non-consumptive resource use of the land. The development of ski lifts and ski trails requires the use of approximately 35 to 50 percent of the area in small, heavily developed zones. Ski lift right-of-ways are generally 12 to 15 metres in width, while ski trails vary between 30 and 60 metres wide. Subsequent to rough grading by practices selected for each site, the ski trails require fine grooming and seeding to establish a grass cover. This grass cover prevents erosion and helps to minimize hazards and damage to the skiers' equipment during low snowpack periods and possible damage to the area's snow grooming fleet. Ski lifts are generally aerial cable systems with steel towers and concrete foundations every 45 to 75 metres.

Ski base area development generally includes a paved access road, parking lots, accommodation buildings, a daylodge and a maintenance centre. Additionally, appropriate power and water supply, and sewage disposal facilities are required to support any base area improvements.

The physical site characteristics discussed in this section all interact to aid the planning team when assessing the capability of the natural systems to support resort development.

.2 Physiography

The quality and feasibility of a winter sports site is highly dependent upon the topographic characteristics of each individual site. Physiographic features which substantially affect ski development in particular include: aspect (exposure), slope

gradients, fall line patterns and elevations. The Study Area identified for mountain planning purposes includes the current terrain and adjacent lands encompassing approximately 5,250 hectares.

Land Form

The Whistler Mountain ski area is located on the end of a wide ridge situated between the Fitzsimmons Creek Valley and the Cheakamus Creek Valley. This ridge consists of several main peaks, four of which (Flute, Piccolo, Little Whistler and Whistler) are within the Study Area. The entire ridge is bounded on the south by extremely steep slopes, with the topography dropping quickly into the Cheakamus River valley. The north side of the ridge is generally bounded by fairly steep slopes on the uppermost elevations, followed by moderate slopes near the tree line and extremely steep slopes in the lower elevations, dropping quickly into the Fitzsimmons Creek valley. The peaks on the eastern side of the Study Area form several bowls, which drain to the northeast and northwest.



Symphony Bowl

The western end of the Study Area is split into three zones separated by a ridge protruding northward from Little Whistler and Whistler Creek. The ridge diverts the drainages northward (into Fitzsimmons Creek) and westward (into Whistler Creek). The east side of this ridge has moderate slopes draining eastward while the north side of this ridge has slopes ranging from steep to relatively flat, dropping slowly down to the Whistler Village and Brio subdivision. The slopes on the west side of the ridge slope quite steeply to the west with several moderately sloping plateaus flowing across the main fall line. The southwest corner of the Study Area, to the southwest of Whistler Creek, falls generally in the north-westerly direction from the Whistler Peak to the Whistler valley. The upper most, above tree line slopes, are extremely steep, with moderate to steep slopes in the mid elevations and moderate to flat slopes in the lower

elevations. Most of this area has relatively uniform fall line patterns, except the hummock plateau in the northwest corner of the Study Area at the 900-1,000 metre elevation.

Aspect Analysis

Exposures within the Study Area occur mostly in the northerly directions, spanning from directly east to directly west, with small areas of exposures in the southerly directions, however, there are large amounts of south facing terrain falling towards the Cheakamus valley, which is only partly shown on the mapping. Trails serviced by the Creekside Gondola and Big Red have exposures chiefly in the western quadrant, while the rest of the ski trails generally have exposures in the northerly quadrant. Some trails in the Ratfink and Symphony Bowl area have exposures in the easterly quadrant while the “Whistler Westside” area (in the northwest end of the Study Area) has exposures primarily in the western quadrant. With no significant southern exposures, Whistler has very good natural “snow holding” qualities. Figure 3 graphically illustrates the Aspect Analysis for Whistler Mountain.

Elevation

The potential vertical drop available for lift serviced skiing plays an important role in site suitability since it determines the length of the trails and also the vertical transport metres (VTM) that can be supplied to the skiing public. Essentially, the more vertical the better, as many skiers use vertical rise as a basic yardstick of ski area desirability.

Elevations within the Study Area range from 600 metres in the southwest corner to 2,180 metres at the peak of Whistler Mountain. This provides a potential vertical drop of 1,580 metres, while the existing ski area has a lift serviced vertical drop of 1,522 metres. Figure 4 graphically illustrates the Elevation Analysis for Whistler Mountain.

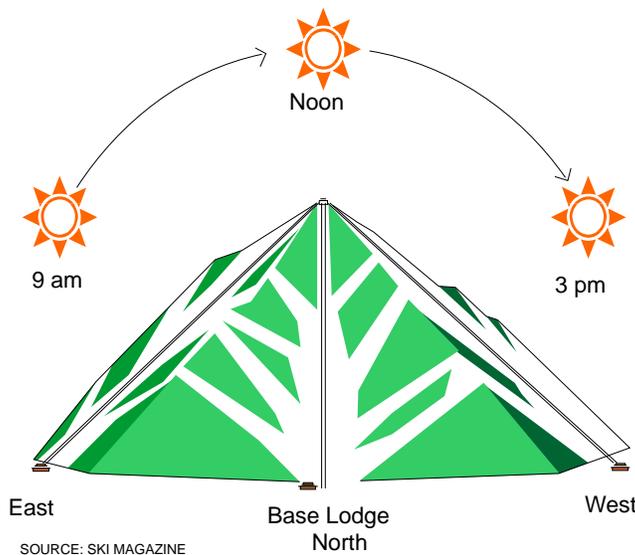
Fall Line Analysis

The Fall Line Analysis, as shown on Figure 5, analyzes the natural routes of descent to determine major drainages, fall line patterns, and primary and secondary fall line concentration areas. The concentration areas suggest potential lift terminals and hence, suitable base facility locations, as well as ski trail intertie points. The study area is bounded on the south by a ridge connecting Flute, Piccolo, Little Whistler and Whistler peaks. All fall lines flow in northerly directions, but mostly in a northeast direction in the western portion of the study area (collecting in Fitzsimmons Creek (which then flows northwest), in a north-westerly direction in the central and center-west parts of the study area (towards the whistler valley) and then west through south in the far south-western part of the study area.

.3 Solar Shading and Radiation Analysis

Most skiers are highly aware of the sun's influence on snow quality. While skiers prefer to ski in the sun, they will not do so if the snow is sticky or mushy due to intense solar radiation. As illustrated in Plate II.1, skiers will follow the sun throughout the day, skiing eastern exposures in the morning, southern exposures at noon and western exposures in the afternoon. As a general rule, southern slopes are the warmest, eastern and western slopes the next warmest and northern slopes the coolest. Snowpack retention is a critical concern for any skiing operation and for this reason, slopes and trails should naturally be located where the snowpack remains for the longest period of time.

SKI POINTER



IN SPRING, STAY AHEAD OF THE SUN

By John Fry
Contributing Editor

The trick to enjoyable spring skiing is to catch the snow as it becomes granular corn before it gets slushy. A good strategy is to keep one eye on the slopes and the other on the sun.

In the morning, after a frosty night, look for east-facing and southeast-facing slopes that catch the early sun. They will be the first to soften up.

As the sun climbs higher and moves into the southern sky, move with it. Ski the north-facing slopes early before they become sloppy.

Finally, move to the west-facing slopes in the afternoon to search for good corn snow.

Smart scrutiny of the weather and terrain will improve your day of skiing.

PLATE II.1

The site's angular relationship with the sun is a critical design parameter since it determines the time of day and for how long the sun's rays will bathe parking lots, mountain restaurants, ski slopes and the village. For this reason, a detailed solar analysis has been prepared to determine areas of topographic shading at 09:00 hrs., 12:00 hrs. and 15:00 hrs. on three selected days of the season. Figures 6a through 6c illustrate the sun/shadow relationship throughout the Study Area on three selected days.

Figure 6a illustrates the sun/shadow relationship at 09:00 hrs. on the three selected days. On December 21, the entire northwest half of the Study Area is shaded, in addition to the northwest sides of Flute Bowl, Harmony Bowl and Glacier Bowl. Shading also occurs in the steep slopes of Fitzsimmons Creek valley below the ski area. The only portion of the northwest side of the Study Area which is sunny at this time of the day is the western part of the Whistler Valley. By January 21, the shadows have receded only slightly. By February 21, sunlight has taken over most of the southeastern end of the study area, but the entire west side stretching from the Peak down to Creekside is still shaded, encompassing the whole width from Olympic Station and top of Garbanzo all the way south to Bagel Bowl.

As illustrated on Figure 6b, shading at 12:00 hrs. on December 21 still covers a quite significant portion of the Study Area. More than one third of the Study Area seems to be covered in shadows scattered all around the ski area. By January 21, the shadows have receded significantly but still occur in almost all the same locations as on December 22. By February 21 at 12:00 hrs., the sun has moved high enough in the sky so that the only areas in shadows are on steep north facing slopes.

As shown in Figure 6c, approximately two thirds of the Study Area is shaded at 15:00 hrs. on December 21 including all of the Fitzsimmons River valley and the entirety of the ski area except parts of West Bowl and the west facing slopes between Creekside, Mid-station and the top of the Garbanzo. The entire south facing slopes on the of Flute, Piccolo and Whistler Peak (above the Cheakamus River valley) are bathed in sunlight, as well as small parts of Flute and portions of the west facing slopes between West Bowl and Function Junction. By January 21, the shadows have receded somewhat but still cover almost as much area as on December 21; significantly, both the Creekside base and Whistler Village have come into the sunlight as has the ski trails from mid-station to Creekside. February 21 sees a significant reduction in the extent of shading, on the west side of the mountain, however much of the ski area and the entirety of the Fitzsimmons valley is still shaded.

In general, snow is first deposited at higher elevations and then down in the valleys throughout the winter months. Then as the temperature starts to increase later in the season, the snowpack begins to melt as the temperature varies with elevation and changes in available solar radiation. Predicting the potential amount of solar radiation is important in the planning of a ski resort. The amount of solar radiation impacting the surface varies strongly with elevation, slope, aspect and solar shading from surrounding topographic features. Topographic shading decreases the temperature near the ground which causes the snow to last longer. Even small changes in aspect can result in substantial differences in surface warming.

With this in mind, we have calculated the cumulative quantity of potential incoming solar radiation for each month during the winter ski season from December 1, 2009 to March 31, 2010. We have utilized software created and developed by Ivan Mészároš and Pavol Miklánek of the Institute of Hydrology of SAS in Bratislava, Slovakia called SOLEI¹. The time of year, sun position (azimuth and altitude), shadows cast by surrounding terrain, terrain slope, aspect and elevation are all analyzed to simulate and calculate direct, diffuse and reflected radiation. By combining these radiation values an accurate representation of potential energy coming in Kilowatt-hours per square metre over the entire study area is determined. The calculation is repeated every 15 minutes from sunrise to sunset for each day in a grid system. The resulting graphic on Figure 7 illustrates, with a warm to cool color spectrum, the warm and cool zones within the study area.

1. I. Mészároš, P. Miklánek (2006): Calculation of potential evapotranspiration based on solar radiation income modeling in mountainous areas. *Biologia*, ISSN-1335-6372, Vol. 61, Suppl. 19, pp. S284-S288.

.4 Avalanche

Due to the rugged and steep nature of the Whistler Mountain topography, there are many sites where avalanches occur naturally. From the beginning, Whistler Mountain staff needed to control some of these avalanche paths and as the ski area has expanded, avalanche control has become a very important part of the ski area operations. Control of the avalanche potential is accomplished by a wide range of methods including avalaunchers, bombs dropped from bomb trams and helicopters (during particularly extreme conditions), ski cutting and hand charges etc. The Whistler Mountain ski patrol not only performs avalanche control but is the primary avalanche forecaster at the ski area.

.5 Existing Mountain Facilities

Ski Lifts

Significant lift, trail, maintenance and skier service facility improvements have occurred on Whistler Mountain since the area opened in February 1966. Over Whistler's 44 year history, major lifts have been installed in 14 distinctive phases of development. Historic lift development up to the 2009/2010 ski season is summarized in Table II.1 and illustrated on Figure 8a Existing Mountain Facilities. Since the 1998 Master Plan, Whistler Mountain has installed a second access route out of Whistler Village, upgraded the Peak Chair to a detachable lift, expanded and renovated the mountain top restaurant, completely redeveloped the Creekside base, provided lift service to Piccolo summit, completed the 2010 Olympic Alpine Skiing Venue and installed the PEAK 2 PEAK 3S gondola that connects the mountain top restaurants on Whistler and Blackcomb Mountains (these new installations are outlined briefly below).

In the summer of 1998, the Peak Chair was replaced with the Peak Express, a detachable quadruple chair, installed on the same alignment. The Peak triple chair equipment was moved to the former Little Red chair location to provide return cycle skiing on the upper half of the terrain serviced by the Big Red chair. This lift allows skiers in the novice to intermediate skill class to use this zone without struggling with the steep terrain on Upper Franz's. These lift installations were accompanied by grading improvements to facilitate loading, unloading and skier circulation around the lift terminals. In 1998, Whistler Mountain completed a major addition to the Pika's/Roundhouse restaurant at the top of the Village Gondola. The original roundhouse was removed and a new building connecting the top station of the Village Gondola with Pika's was completed. The new facility provides a total of 1,505 seats and has been designed so that certain sections can be segregated for different user groups. The remodelled facility is known as the Roundhouse Lodge, while the cafeteria in the lower level retains the Pika's name.



Peak Chair Viewing Down to Roundhouse



Creekside Gondola

A third access route up Whistler Mountain was constructed in 1999 with the installation of the Fitzsimmons and Garbanzo detachable quadruple chairs. The Fitzsimmons Express takes skiers from Whistler Village to just above the Whistler Gondola Olympic Station. The Fitzsimmons Chair (Lift Q) effectively doubled the staging capacity up Whistler Mountain from Whistler Village. The lift was installed with lexan bubbles to provide protection from the weather. From the top of the Fitzsimmons Chair skiers slide to the bottom terminal of the Garbanzo Chair (Lift H) which services the “Garbanzo Basin” stretching from the Olympic trail to the Tokum trail. The top terminal was located above the start of the Dave Murray Downhill near the top of the old Black chair which was removed to install this lift. Skiers using the Fitzsimmons/Garbanzo combination to stage from Whistler Village need to ski to Emerald, Redline or Franz’s to access the upper mountain. The Chic Pea, a small 118-seat restaurant was constructed on the flats just beyond and below the top of the Garbanzo Chair, in 1999.

**TABLE II.1
WHISTLER MOUNTAIN
HISTORICAL LIFT DEVELOPMENT**

Phase	Year	Lift Number	Lift Name	Lift Type	Hourly Capacity	Year Removed
1	1965	4:1	Gondola	D4G	480	1992
	1965	4:2	Red Chair	2C	720	1992
	1965	4:3	T-Bar 2 (moved to Alpine 1968)	TB	680	
	1965	4:4	T-Bar 1	TB	585	
2	1966	4:5	Blue Chair	2C	1,200	1995
3	1968	4:8	Green Chair 1 (lengthened 1970)	2C	990	1989
4	1972	4:10	Olive Chair	2C	1,000	1992
	1972	4:11	Orange Chair	2C	1,200	2009
5	1975	4:12	Green Chair 2	2C	1,200	1989
6	1978	4:13	Little Red Chair	2C	1,440	1992
7	1980	4:14	Village Chair	3C	1,800	1988
	1980	4:15	Olympic Chair (shortened 1989)	3C	2,000	
	1980	4:16	Black Chair	3C	1,800	1999
8	1986	4:20	Peak Chair	3C	1,300	1998
9	1988	4:22 A	Whistler Village Gondola (lower)	D10G	2,640	
	1988	4:23 B	Whistler Village Gondola (upper)	D10G	2,640	
10	1989	4:24 F	Green Chair Express	D4C	2,800	1997
11	1992	C	Quicksilver Express Quad	D4C-B	2,650	1996
	1992	E	Redline Express Quad	D4C	2,800	1997
	1995	D	Harmony Express	D4C	2,400	
	1996	C	Creekside Gondola (replacement)	D6G	2,370	
	1997	E	Big Red Express (replacement)	D4C	2,800	
	1997	F	Emerald Express (replacement)	D4C	2,800	
12	1998	G	Peak Express	D4C	2,500	
	1998	K	Franz's Triple Chair Shorten T-bars	3C	1,405	
13	1999	Q	Fitzsimmons Express	D4C-B	1,850	
	1999	H	Garbanzo Express	D4C	2,800	
14	2005	N	Symphony Express	D4C	2,400	
	2008		Peak 2 Peak Gondola	3S-G	2,000	



Fitzsimmons Express

In 2005, Whistler installed the Symphony Express (Lift N) from the bottom of Symphony Bowl to the Piccolo summit. This lift opened up access into Rhapsody and Flute Bowls. Trails serviced by this lift are in the low intermediate through expert skill class; open alpine bowls lead into naturally gladed slopes, with the bottom terminal located just below the tree line. To egress out of the Symphony Bowl area, skiers must head toward the Burnt Stew Trail back to the Harmony Express from the top of the lift, as the bottom terminal of the Symphony Lift is below the trails leading back to the rest of the mountain. Construction of the Vancouver 2010 Olympic Winter Games Alpine Skiing Venue on Whistler Mountain took place during the summers of 2006 and 2007. A new women's downhill course was constructed which included a skier underpass at the intersection of Wild Card, Franz's Run and Highway 86 to allow skiers from Upper Franz's Run and Highway 86 to pass under the Women's Downhill course as it transitions from Wild Card to Lower Franz's Run.



Bottom Terminal Symphony Express

The PEAK 2 PEAK 3S (3 ropes) Gondola connects the Roundhouse restaurant on Whistler Mountain with the Rendezvous restaurant on Blackcomb Mountain. The lift took 2 summer seasons to construct and opened on December 12, 2008. In the winter, skiers use this lift to move quickly (ride time of 11 minutes) between the alpine areas on the two mountains. The lift proved quite popular with ski school during the 2008/09 season when poor early season snow conditions delayed the opening of the alpine terrain on Whistler until late January. All of the high skill class children's ski and race programs running out of the Roundhouse used the PEAK 2 PEAK to access the high alpine on Blackcomb for the months of December and January. The record setting lift (longest unsupported span, highest distance above the ground) has proven quite popular as a summer sightseeing attraction with Whistler Blackcomb's summer sightseeing visits increasing to 315,000 during its first summer of operation.



PEAK 2 PEAK Gondola

As of the 2009/2010 ski season, Whistler Mountain owns and operates 17 lifts consisting of a two-section detachable 10-passenger gondola, one six-passenger gondola, seven high speed quadruple chairs (one with a bubble), two triple chairlifts, two T-bars and 4 moving carpet surface lifts, as well as the PEAK 2 PEAK 3S gondola connecting with Blackcomb. In the forest where Pony Trail meets Bear Cub, Whistler has constructed a children's play structure called the Tree Fort. This facility is used by the children's ski school and is open to the general public when there is an attendant on-site. The layout of the present lift and trail system is graphically illustrated in plan view on the Existing Mountain Facilities Map (Figure 8a). A detailed inventory of the lifts, with technical specifications is shown in Table II.2. These ski lifts have a total rated up-hill capacity of 35,763 passengers per hour and produce over 13.8 million vertical transport metres per hour (VTM/hr.). The current skiable vertical drop at Whistler Mountain is 1,522 metres, stretching from the top of the Peak Chair to the bottom of the Creekside Gondola.

**TABLE II.2
WHISTLER MOUNTAIN
LIFT SPECIFICATIONS
EXISTING AREA – 2009/2010 SEASON**

Lift Number Lift Name	A Lower Village Gondola	B Upper Village Gondola	C Creekside Gondola	D Harmony Express	E Big Red Express	F Emerald Express	G The Peak	H Garbanzo Express	I Olympic Chair	J T-Bars 1&2
Lift Type	D10G	D10G	D6G	D4C	D4C	D4C	D4C	D4C	3C	2/T-B
Year Installed	1988	1988	1996	1996	1997	1997	1998	2000	1980	1966
Top Elevation m.	1,020	1,834	1,297	2,102	1,847	1,839	2,175	1,675	1,148	1,964
Bottom Elevation m.	677	1,020	653	1,580	1,295	1,415	1,774	1,018	1,022	1,786
Total Vertical m.	343	814	644	522	552	424	401	657	126	178
Horizontal Distance m.	1,480	3,340	1,920	1,660	2,390	1,760	995	2,010	715	680
Slope Distance m.	1,519	3,438	2,050	1,772	2,495	1,833	1,073	2,115	726	703
Average Slope %	23%	24%	34%	31%	23%	24%	40%	33%	18%	26%
Rated Capacity	2,640	2,640	2,370	2,400	2,800	2,800	2,500	2,800	1,800	1,515
Operating Capacity (pph)	2,640	2,640	2,097	2,400	2,800	2,535	2,500	2,800	1,656	1,515
V.T.M./Hr.(000)	906	2,149	1,350	1,253	1,546	1,075	1,003	1,840	209	270
Design Rope Speed m/sec.	5.5	5.5	5.2	5.0	5.1	5.1	5.0	5.1	2.5	2.8
Operating Speed m/sec.	5.5	5.5	4.6	5.0	5.1	4.6	5.0	5.1	2.3	2.8
Trip Time min.	4.60	10.42	7.43	5.91	8.19	6.64	3.58	6.94	5.26	4.18
Drive Output (KW)	560	1,120	670	600	660	575	500	808	150	75/75

Lift Number Lift Name	K Franz's Chair	N Symphony Express	Q Fitz- simmons Express	Creekside Carpet	CLC Carpet	CLC Handle- tow I HT	CLC Handle- tow II HT	Olympic Carpet I	Olympic Carpet II	TOTAL
Lift Type	3C	D4C	D4C-B	MC	MC	HT	HT	MC	MC	
Year Installed	1998	2006	2000							
Top Elevation m.	1,847	2,035	1,020	664	1,026	1,035	1,032	1,028	1,048	
Midstation Elevation m.										
Bottom Elevation m.	1,580	1,527	677	657	1,024	1,026	1,023	1,025	1,031	
Total Vertical m.	267	508	343	7	2	9	9	3	17	5,826
Horizontal Distance m.	1,130	2,040	1,710	36	24	86	86	24	182	
Slope Distance m.	1,161	2,158	1,744	37	24	86	86	24	183	23,227
Average Slope %	24%	25%	20%	19%	8%	10%	10%	10%	9%	26%
Rated Capacity	1,405	2,400	1,850	1,200	1,200	669	374	1,200	1,200	35,763
Operating Capacity (pph)	1,272	2,400	1,850	1,200	1,200	669	374	1,200	1,200	34,948
V.T.M./Hr.(000)	340	1,219	635	8	2	6	3	3	20	13,836
Design Rope Speed m/sec.	2.5	5.0	5.0	0.7	0.7	1.7	1.4	0.7	0.7	
Operating Speed m/sec.	2.3	5.0	5.0	0.7	0.7	1.7	1.4	0.7	0.7	
Trip Time min.	8.41	7.19	5.81	0.87	0.57	0.85	1.07	0.57	4.35	
Drive Output (KW)	150	450	675	4	4	4	4	4	40Hp	

Ski Trail Inventory

In order to provide an accurate account of Whistler Mountain’s ski trail system, the trails have been classified in concert with the International Ski Trail Standards (Table II.3), as well as the seven skier skill classification levels exhibited in Table II.4.

**TABLE II.3
INTERNATIONAL TRAIL STANDARDS**

TRAIL DESIGNATION	SKIER ABILITY LEVELS
Easier	Beginner & Novice Skiers
More Difficult	Intermediate Skiers
Most Difficult	Advanced & Expert Skiers

Ski trails are classified via an evaluation of the following parameters: slope width, average gradient and the steepest 30 metre vertical pitch. Since the average slope gradient of a ski trail is generally much lower than the steepest 30 metre vertical pitch, trails are usually classified to ensure that the steepest 30 metre vertical pitch falls within five percent of the acceptable terrain gradients listed in Table II.4. Furthermore, a gentle novice ski trail cannot suddenly turn into an advanced ski trail for obvious reasons.

**TABLE II.4
SKIER SKILL CLASSIFICATIONS**

Skill Classifications	Acceptable Terrain Gradients	Maximum Gradient
1 Beginner	8 - 15%	20%
2 Novice	15 - 25%	30%
3 Low Intermediate	25 - 35%	40%
4 Intermediate	30 - 40%	45%
5 High Intermediate	35 - 45%	50%
6 Advanced	45 - 60%	65%
7 Expert	60% +	

The 2009/2010 trail system has been plotted at a scale of 1:5,000 with 5 metre contours on the Existing Mountain Facilities Map (Figure 8a). Figure 8b graphically illustrates the Whistler Mountain Existing Facilities with an orthographic photo. The presently developed ski trail system, as listed in Table II.5, includes 182 numbered ski trails covering 757 hectares (1,870 acres). It should be noted that there also are many treed areas not identified on this map where people ski in small numbers, both inside and outside the ski area boundary.



Terrain Park under Emerald Express Chairlift



Terrain in Chic Pea Restaurant Area

**TABLE II.5
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY
EXISTING AREA – 2009/2010**

Trail Name	Trail Skill No.	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Slope Percent	Avg. Steep. Meters	Avg. Width Meters	Horz. Area		Slope Area		Skiers At Area	Lift at Area
		Top Meters	Bottom Meters							Ha.	Area	Ha.	Area		
Lift A - Lower Village Gondola															
Lower Olympic	A1	2	1,017	679	338	2,070	2,097	16%	37	7.65	7.75	50	390		
Mid Fantastic	A2	3	855	780	75	330	338	23%	46	1.53	1.57	40	65		
Northern Lights/Lower Fantast	A3	3	870	679	191	1,010	1,028	19%	43	4.37	4.45	40	180		
Upper Fantastic	A4	3	1,045	864	181	1,060	1,075	17%	72	7.64	7.75	40	310		
Crabapple	B3	3	1,098	860	238	1,230	1,253	19%	47	5.72	1.73	40	70		
Total Lift A	4	(not including B3)					4,539 (not including B3)			23.25		1,015	740		
Lift B - Upper Village Gondola															
Upper Olympic Expressway	B1	3	1,428	1,044	384	1,580	1,626	24%	57	9.06	6.21	40	250		
Crabapple	B2	2	1,295	1,020	275	2,220	2,237	12%	21	4.63	4.67	50	235		
Upper Orange Peel	B3	3	1,098	860	238	1,230	1,253	19%	47	5.72	4.10	40	165		
Mid Pony Trail	E15	3	1,660	1,645	15	240	240	6%	23	0.56	0.37	40	15		
Bear Cub	E16	3	1,595	1,527	68	490	495	14%	29	1.40	0.94	40	40		
Upper Whiskey Jack	E17	2	1,592	1,363	229	1,540	1,557	15%	20	3.06	1.03	50	50		
Lower Whiskey Jack	F1	2	1,835	1,662	173	1,030	1,044	17%	39	4.03	1.36	50	70		
Upper Ego Bowl	F3	3	1,661	1,418	243	1,090	1,117	22%	50	5.42	1.85	40	75		
Lower Ego Bowl	F6a	3	1,805	1,637	168	720	739	23%	54	3.86	1.32	40	55		
Ptarmigan Left	F6b	3	1,637	1,476	161	810	826	20%	60	4.84	1.64	40	65		
Ptarmigan	H3	5	1,497	1,455	42	290	293	14%	40	1.15	0.39	30	10		
Orange Peel/Dave Murray	H4	5	1,520	1,095	425	1,500	1,559	28%	50	7.45	2.58	30	75		
Bear Paw	H9	4	1,675	1,433	242	1,140	1,165	21%	43	4.87	1.66	40	65		
Tokum	H10	4	1,429	1,068	361	1,150	1,205	31%	45	5.20	1.82	40	75		
Total Lift B	3	(not including non "B" trails)					5,116 (not including non "B" trails)			31.57		1,295	3,220		
Lift C - Creekside Gondola															
Crossroads	C1	4	1,270	1,188	82	595	601	14%	93	5.51	5.56	40	220		
Falloway	C2	6	1,225	1,165	60	160	171	38%	81	1.30	1.39	15	20		
Dave Murray Downhill	C3	5	1,225	655	570	2,375	2,442	24%	45	10.63	10.93	30	330		
Mid & Lower Franz's	C4	4	1,030	995	35	100	106	35%	40	0.40	0.42	40	15		
Weasel	C5	4	1,000	856	144	540	559	27%	53	2.85	2.95	40	120		
Peak to Creek	C6	4	804	765	39	230	233	17%	44	1.02	1.03	40	40		
Dusty's Descent	C7	4	1,434	775	659	2,250	2,345	29%	47	10.49	5.89	40	235		
Big Timber	E24	6	1,330	1,261	69	370	376	19%	18	0.66	0.31	15	5		
Home Run	G25	5	1,698	661	1,037	3,765	3,905	28%	50	18.68	7.82	30	235		
Total Lift C	G26	5	1,456	1,112	344	1,205	1,253	29%	57	6.84	2.87	15	45 1/2 dens.		
	G27	6	1,326	856	470	1,940	1,996	24%	40	7.68	3.19	8	25 1/2 dens.		
	G28	6	1,083	910	173	805	823	21%	26	2.09	0.86	8	5 1/2 dens.		
Total Lift C	7	(not including non "C" trails)					6,457 (not including non "C" trails)			43.21		1,295	1,390		

**TABLE II.5 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY
EXISTING AREA - 2009/2010**

Trail Name	Trail No.	Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Slope Percent	Avg. Steep. Meters	Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Skiers At Area	Lift at Area
			Top Meters	Bottom Meters										
Lift D - Harmony Express														
Upper Burnt Stew	D1a	3	2,102	1,795	307	1,875	1,900	16%	23	4.38	4.44	40	180	
Lower Burnt Stew	D1b	3	1,748	1,633	115	1,630	1,634	7%	11	1.86	1.86	40	75	
Crescendo	D2	6	1,930	1,730	200	930	951	22%	54	4.98	5.09	15	75	
	D3	6	1,810	1,807	3	150	150	2%	16	0.24	0.24	15	5	
Sun Bowl	D4	7	2,096	1,726	370	1,260	1,313	29%	90	11.28	11.76	10	120 ½ dens.	
	D5	7	1,936	1,725	211	570	608	37%	128	7.31	7.79	10	80 ½ dens.	
Harvey's Harrow	D6	7	1,915	1,715	200	350	403	57%	90	3.16	3.64	10	35 ½ dens.	
Robertson's	D7	7	1,925	1,700	225	470	521	48%	209	9.83	10.90	10	110 ½ dens.	
The Glades	D8	4	1,825	1,702	123	450	467	27%	41	1.86	1.93	40	75	
Harmony Ridge	D9	4	2,033	1,581	452	2,160	2,207	21%	32	6.99	7.14	40	285	
	D9a	4	1,780	1,717	63	160	172	39%	30	0.48	0.52	40	20	
Gunbarrels	D10	7	1,735	1,586	149	370	399	40%	107	3.95	4.26	5	20 1/4 dens.	
Lower Boomer Bowl	D11	7	1,685	1,584	101	360	374	28%	92	3.32	3.45	5	15 1/4 dens.	
Boomer Bowl	D12	6	1,875	1,685	190	430	470	44%	173	7.44	8.13	15	120	
Krummholz	D13	6	1,887	1,745	142	500	520	28%	50	2.51	2.61	15	40	
Kaleidoscope	D14	7	1,910	1,760	150	405	432	37%	150	6.06	6.46	20	130	
Low Roll	D15	7	1,935	1,770	165	395	428	42%	81	3.18	3.45	20	70	
Upper McConkey's	D16	7	1,991	1,843	148	430	455	34%	100	4.30	4.55	20	90	
Harmony Horseshoes Right	D17	7	2,015	1,889	126	250	280	50%	70	1.74	1.95	20	40	
Harmony Horseshoes Left	D18	7	2,025	1,890	135	300	329	45%	89	2.68	2.94	20	60	
Pika's Traverse	D19	3	2,100	1,835	265	1,715	1,735	15%	13	2.21	2.24	40	90	
Camel Humps	D20	6	2,022	1,935	87	7,485	7,486	1%	4	2.94	2.94	15	45	
Harmony Piste	D21	4	1,960	1,688	272	1,370	1,397	20%	28	3.88	3.96	40	160	
	D21a	3	1,688	1,595	93	410	420	23%	8	0.33	0.34	40	15	
Lower McConkey's	D22	6	1,770	1,581	189	610	639	31%	60	3.66	3.83	15	55	
Little Whistler	D23	7	2,100	1,969	131	310	337	42%	199	6.16	6.69	20	135	
Mumbling Rocks	D24	6	1,950	1,852	98	300	316	33%	88	2.64	2.78	15	40	
	D25	5	1,880	1,785	95	400	411	24%	43	1.71	1.76	30	55	
Waterfall/Bitter End	D26	6	1,810	1,717	93	420	430	22%	52	2.17	2.22	15	35	
Lift Line	D27	7	1,727	1,600	127	325	349	39%	31	1.02	1.10	20	20	
Lower G.S.	D28	5	1,690	1,583	107	310	328	35%	65	2.01	2.13	30	65	
G.S.	D29	3	1,837	1,705	132	1,020	1,029	13%	24	2.14	2.16	40	85	
Buckbowl	D30	6	1,915	1,747	168	500	527	34%	134	6.72	7.09	8	55 ½ dens.	
Rabbit Tracks	D31	5	1,855	1,760	95	280	296	34%	60	1.67	1.76	30	55	
Chunky's Choice	D32	6	1,805	1,585	220	620	658	35%	46	2.86	3.03	15	45	
Dapper's Delight	D33	7	1,730	1,583	147	350	380	42%	23	0.81	0.88	20	20	
	D34	7	1,781	1,614	167	420	452	40%	44	1.85	1.99	10	20 ½ dens.	
	D35	7	1,777	1,695	82	170	189	48%	62	1.06	1.18	10	10 ½ dens.	
Ratfink Right	D36	6	1,835	1,635	200	860	883	23%	37	3.20	3.29	15	50	
Ratfink	D37	6	1,805	1,714	91	280	294	33%	58	1.62	1.70	8	15 ½ dens.	
	D38	3	1,730	1,581	149	1,280	1,289	12%	16	2.06	2.07	40	85	
Marmot	D39	6	2,033	1,965	68	293	301	23%	66	1.94	1.99	15	30	
	D40	6	2,015	1,855	160	480	506	33%	146	7.03	7.41	4	30 1/4 dens.	
Total Lift D		43											2,860	1,210
														34,662

**TABLE II.5 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY
EXISTING AREA - 2009/2010**

Trail Name	Trail Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Percent	Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Slope Density	Total Area	Lift at Area					
		Top Meters	Bottom Meters														
<u>Lift E - Big Red Express</u>																	
2/3 area	E1	6	1,846	1,802	44	120	128	37%	48%	66	0.79	0.56	15				
2/3 area	E2	3	1,846	1,810	36	135	140	27%	32%	58	0.78	0.54	40				
2/3 area	E3	3	1,846	1,630	216	1,350	1,367	16%	39%	23	3.08	2.08	40				
2/3 area	E4	4	1,830	1,700	130	400	421	33%	38%	122	4.88	3.42	40				
2/3 area	E5	5	1,830	1,775	55	350	354	16%	30%	37	1.28	0.87	30				
2/3 area	E6	7	1,787	1,679	108	240	263	45%	69%	64	1.54	1.13	20				
2/3 area	E7	3	1,675	1,600	75	575	580	13%	31%	42	2.40	1.61	40				
2/3 area	E8	3	1,713	1,582	131	590	604	22%	37%	38	2.23	1.52	40				
2/3 area	E9	3	1,716	1,617	99	340	354	29%	39%	34	1.17	0.81	40				
2/3 area	E10	3	1,735	1,601	134	500	518	27%	33%	55	2.76	1.91	40				
2/3 area	E11	3	1,740	1,580	160	680	699	24%	36%	34	2.33	1.59	40				
2/3 area	E12	6	1,710	1,580	130	495	512	26%	52%	69	3.42	2.36	15				
2/3 area	E13	2	1,662	1,590	72	470	475	15%	20%	51	2.42	1.63	50				
2/3 area	E14	2	1,655	1,581	74	365	372	20%	27%	33	1.22	1.24	50				
2/3 area	E15	3	1,660	1,645	15	240	240	6%	6%	23	0.56	0.37	40				
2/3 area	E16	3	1,595	1,527	68	490	495	14%	33%	29	1.40	0.94	40				
2/3 area	E17	2	1,592	1,363	229	1,540	1,557	15%	29%	20	3.06	2.06	50				
	E18	3	1,510	1,296	214	1,145	1,165	19%	30%	23	2.59	2.63	40				
	E19	7	1,469	1,312	157	305	343	51%	69%	56	1.70	1.91	20				
	E20	6	1,578	1,397	181	490	522	37%	52%	37	1.81	1.93	15				
	E21	6	1,585	1,458	127	760	771	17%	50%	23	1.75	1.77	15				
	E22	5	1,590	1,392	198	745	771	27%	43%	28	2.07	2.14	30				
	E23	7	1,490	1,305	185	450	487	41%	70%	45	2.03	2.19	20				
	E24	6	1,330	1,261	69	370	376	19%	51%	18	0.66	0.31	15				
	E25	4	1,433	1,296	137	640	654	21%	45%	37	2.39	2.44	40				
	E26	6	1,465	1,385	80	250	262	32%	32%	36	0.90	0.94	15				
	C7	4	1,434	775	659	2,250	2,345	29%	40%	47	10.49	5.04	40				
	G10	6	1,924	1,678	246	635	681	39%	59%	146	9.27	5.76	8				
	G11	7	1,935	1,692	243	570	620	43%	65%	112	6.39	4.03	10				
	G12	6	1,953	1,556	397	1,245	1,307	32%	75%	102	12.74	7.74	15				
	G13	6	2,171	1,944	227	670	707	34%	56%	106	7.11	4.35	15				
	G14	7	2,136	1,940	196	640	669	31%	105%	30	1.90	1.15	20				
	G15	7	1,925	1,675	250	520	577	48%	67%	258	13.43	8.63	10				
	G16	7	1,935	1,683	252	770	810	33%	65%	70	5.36	3.27	20				
	G17	7	1,969	1,686	283	690	746	41%	81%	114	7.90	4.95	20				
	G18	7	1,950	1,685	265	655	707	40%	94%	206	13.47	8.42	20				
	G19	5	1,905	1,702	203	555	591	37%	48%	47	2.59	1.60	30				
	G20	6	1,891	1,723	168	570	594	29%	63%	180	10.28	6.21	15				
	G21	5	2,164	1,683	481	2,210	2,262	22%	51%	18	3.91	2.32	30				
	G22	5	1,683	1,445	238	1,720	1,736	14%	29%	11	1.90	1.11	30				
	G25	5	1,698	661	1,037	3,765	3,905	28%	55%	50	18.68	6.70	30				
	G26	5	1,456	1,112	344	1,205	1,253	29%	44%	57	6.84	2.46	15				
	G27	6	1,326	856	470	1,940	1,996	24%	62%	40	7.68	2.73	8				
	G28	6	1,083	910	173	805	823	21%	45%	26	2.09	0.74	8				
Total Lift E											26	(not including non "E" trails)	16,775	(not including non "E" trails)	118.10	2,785	1,730

**TABLE II.5 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY
EXISTING AREA – 2009/2010**

Trail Name	Trail Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Percent	Slope Width Meters	Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Skiers At Area	Lift at Area		
		Top Meters	Bottom Meters											
<u>Lift F - Emerald Express</u>														
Upper Whiskey Jack	F1	2	1,838	1,662	176	1,030	1,045	17%	29%	39	4.03	2.05	50	100
Upper Enchanted Forest	F2	3	1,661	1,586	75	330	338	23%	43%	39	1.28	1.31	40	50
Lower Whiskey Jack	F3	3	1,661	1,416	245	1,090	1,117	22%	32%	50	5.42	3.71	40	150
Pig Alley	F4	2	1,649	1,638	11	145	145	8%	8%	29	0.42	0.42	50	20
Lower Enchanted Forest	F5	3	1,620	1,505	115	450	464	26%	35%	56	2.50	2.58	40	105
Upper Ego Bowl	F6a	3	1,805	1,637	168	720	739	23%	35%	54	3.86	2.64	40	105
Lower Ego Bowl (class 3)	F6b	3	1,637	1,476	161	810	826	20%	27%	60	4.84	1.64	40	65
Lower Ego Bowl (class 2)	F6b	2	1,637	1,476	161	810	826	20%	27%	60	4.84	1.64	50	80
Cougar Trail	F7	4	1,594	1,535	59	230	237	26%	29%	37	0.86	0.89	40	35
Jolly Green Giant	F8	4	1,712	1,644	68	240	249	28%	41%	48	1.15	1.20	40	50
Race Center	F9	4	1,745	1,675	70	250	260	28%	42%	42	1.05	1.09	40	45
Lower Jolly Green Giant	F10	3	1,838	1,605	233	1,040	1,066	22%	32%	58	6.04	6.19	40	250
Chipmunk Terrain Park	F11	5	1,646	1,597	49	180	187	27%	37%	43	0.77	0.80	30	25
Bobcat	F12	4	1,520	1,437	83	295	306	28%	33%	74	2.17	2.25	40	90
Coyote	F13	3	1,537	1,426	111	415	430	27%	35%	48	1.99	2.06	40	80
Green Acres Left	F14	4	1,650	1,576	74	350	358	21%	29%	46	1.60	1.64	40	65
Green Acres Right	F15	3	1,655	1,638	17	130	131	13%	13%	49	0.64	0.65	40	25
Old Crow	F16	3	1,603	1,455	148	605	623	24%	37%	57	3.47	3.57	40	145
Lower Sidewinder	F17	4	1,560	1,470	90	320	332	28%	41%	56	1.78	1.85	40	75
Total Lift F	F18	4	1,738	1,488	250	915	949	27%	41%	55	5.05	5.24	40	210
	F19	5	1,740	1,500	240	890	922	27%	45%	61	5.44	5.63	30	170
	F20	5	1,789	1,737	52	200	207	26%	36%	71	1.42	1.47	30	45
	F21	3	1,624	1,543	81	300	311	27%	32%	48	1.43	1.48	40	60
	F22	3	1,570	1,465	105	370	385	28%	35%	37	1.37	1.42	40	55
	F23	3	1,499	1,419	80	820	824	10%	11%	12	0.99	0.99	40	40
	24 (not including F6b Class 2)										12,451 (not including F6b Class 2)	54.41	2,140	2,000

**TABLE II.5 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY
EXISTING AREA – 2009/2010**

Trail Name	Trail No.	Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Slope Percent Avg.	Slope Steep. Avg.	Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Slope Density	Skiers At Total	Lift at Area
			Top Meters	Bottom Meters											
<u>Lift G - The Peak</u>															
The Saddle	G1	5	2,088	1,775	313	1,275	1,313	25%	53%	42	5.37	5.53	30	165	
Mathews' Traverse	G2	3	2,174	2,088	86	905	909	10%	15%	7	0.62	0.62	40	25	
The Couloir	G3	7	2,134	2,024	110	265	287	42%	121%	33	0.87	0.94	20	20	
The Cirque	G4	7	2,143	2,005	138	230	268	60%	169%	80	1.83	2.13	20	45	
Last Chance	G5	6	2,020	1,908	112	350	367	32%	48%	110	3.84	4.03	15	60	
Surprise	G6	7	2,016	1,820	196	445	486	44%	69%	144	6.42	7.02	20	140	
	G7	7	1,985	1,847	138	305	335	45%	75%	94	2.87	3.15	20	65	
Shale Slope	G8	7	1,953	1,775	178	460	493	39%	75%	120	5.53	5.93	20	120	
Left Hook	G9	7	1,905	1,777	128	320	345	40%	71%	55	1.77	1.91	20	40	
Doom & Gloom	G10	6	1,924	1,678	246	635	681	39%	59%	146	9.27	4.18	8	30 ½ dens.	
	G11	7	1,935	1,692	243	570	620	43%	65%	112	6.39	2.92	10	30 ½ dens.	
L. Whistler Bowl/Grande F:	G12	6	1,953	1,556	397	1,245	1,307	32%	75%	102	12.74	5.63	15	85	
Upper Whistler Bowl	G13	6	2,173	1,944	229	670	708	34%	56%	106	7.11	3.16	15	45	
Upper Whistler Bowl	G14	7	2,136	1,940	196	640	669	31%	105%	30	1.90	0.84	20	15	
West Cirque	G15	7	1,925	1,675	250	520	577	48%	67%	258	13.43	6.27	10	65 ½ dens.	
Christmas Trees	G16	7	1,935	1,683	252	770	810	33%	65%	70	5.36	2.37	20	45	
Sneaky Pete	G17	7	1,969	1,686	283	690	746	41%	81%	114	7.90	3.59	20	70	
Cockalorum/West Bowl	G18	7	1,950	1,685	265	655	707	40%	94%	206	13.47	6.11	20	120	
Bagel Bowl Right	G19	5	1,905	1,702	203	555	591	37%	48%	47	2.59	1.16	30	35	
Bagel Bowl Left	G20	6	1,891	1,723	168	570	594	29%	63%	180	10.28	4.51	15	70	
Upper Peak to Creek	G21	5	2,164	1,683	481	2,210	2,262	22%	51%	18	3.91	1.68	30	50	
Highway 86	G22	5	1,683	1,445	238	1,720	1,736	14%	29%	11	1.90	0.81	30	25	
	G23	6	2,060	1,945	115	340	359	34%	45%	70	2.37	2.50	15	40	
Glacier Bowl	G24	6	2,055	1,916	139	405	428	34%	43%	142	5.74	6.07	15	90	
Peak to Creek	G25	5	1,698	661	1,037	3,765	3,905	28%	55%	50	18.68	4.87	30	145	
Dusty's Descent	G26	5	1,456	1,112	344	1,205	1,253	29%	44%	57	6.84	1.79	15	25 ½ dens.	
Big Timber	G27	6	1,326	856	470	1,940	1,996	24%	62%	40	7.68	1.98	8	15 ½ dens.	
Home Run	G28	6	1,083	910	173	805	823	21%	45%	26	2.09	0.54	8	5 ½ dens.	
Total Lift G		28					25,576					92.25		1,685	840

**TABLE II.5 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY
EXISTING AREA – 2009/2010**

Trail Name	Trail No.	Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Slope Percent	Avg. Steep. Meters	Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Skiers At Area		Lift at Area
			Top Meters	Bottom Meters									Ha.	Density	
<u>Lift H - Garbanzo Express</u>															
Raven	H1	5	1,674	1,545	129	455	473	28%	50%	52	2.36	2.45	30	75	
Lower Raven	H2	6	1,565	1,485	80	270	282	30%	60%	61	1.64	1.71	15	25	
Ptarmigan Left	H3	5	1,497	1,455	42	290	293	14%	23%	40	1.15	0.77	30	25	
Ptarmigan	H4	5	1,520	1,095	425	1,500	1,559	28%	48%	50	7.45	5.16	30	155	
Seppo's	H5	6	1,674	1,301	373	1,165	1,223	32%	64%	42	4.85	5.09	15	75	
	H6	5	1,195	1,138	57	210	218	27%	38%	40	0.85	0.88	30	25	
	H7	2	1,674	1,656	18	200	201	9%	9%	46	0.91	0.91	50	45	
CNC Training Center	H8	3	1,660	1,545	115	380	397	30%	32%	91	3.47	3.59	40	145	
Orange Peel/ Dave Murray	H9	4	1,674	1,433	241	1,140	1,165	21%	39%	43	4.87	3.32	40	135	
Bear Paw	H10	4	1,429	1,068	361	1,150	1,205	31%	43%	45	5.20	3.63	40	145	
Tokum	H11	5	1,350	1,095	255	860	897	30%	46%	54	4.66	3.24	30	95	
In Deep	H12	6	1,295	1,178	117	340	360	34%	57%	40	1.36	1.44	4	5 1/4 dens.	
Unsanctioned	H13	6	1,350	1,079	271	750	797	36%	51%	40	3.00	3.19	4	10 1/4 dens.	
Club 21	H14	6	1,552	1,452	100	300	316	33%	46%	40	1.20	1.26	4	5 1/4 dens.	
Side Order	H15	6	1,445	1,368	77	200	214	39%	44%	40	0.80	0.86	4	5 1/4 dens.	
	H16	4	1,073	1,019	54	300	305	18%	24%	83	2.50	2.54	40	100	
Upper Olympic	B1	3	1,428	1,044	384	1,580	1,626	24%	32%	57	9.06	3.11	40	125	
Total Lift H	16 (not including B1) 9,905 (not including B1) 43.15 1,195 2,430														
<u>Lift I - Olympic Chair</u>															
Upper Fantastic	I1	2	1,145	1,024	121	800	809	15%	20%	54	4.30	4.35	50	215	
	I2	2	1,145	1,048	97	620	628	16%	20%	53	3.28	3.32	50	165	
Total Lift I	2 1,437 7.67 380 510														
<u>Lift J</u>															
T-Bar Run	J1	3	1,964	1,782	182	720	743	25%	41%	56	4.00	4.13	40	165	
	J2	3	1,919	1,782	137	560	577	24%	32%	66	3.70	3.81	40	150	
Ridge Run	J3	6	1,963	1,842	121	665	676	18%	50%	18	1.22	1.24	15	20	
	J4	6	1,928	1,840	88	175	196	50%	58%	138	2.41	2.70	15	40	
	J5	7	1,956	1,879	77	260	271	30%	90%	58	1.51	1.57	20	30	
	J6	6	1,970	1,800	170	660	682	26%	56%	138	9.12	9.42	15	140	
Total Lift J	6 3,144 22.87 545 390														
<u>Lift K - Franz's Chair</u>															
1/3 area	E1	6	1,846	1,802	44	120	128	37%	48%	66	0.79	0.28	15	5	
1/3 area	E2	3	1,846	1,810	36	135	140	27%	32%	58	0.78	0.27	40	10	
1/3 area	E3	3	1,846	1,630	216	1,350	1,367	16%	39%	23	3.08	1.04	40	40	
1/3 area	E4	4	1,825	1,700	125	400	419	31%	38%	122	4.88	1.70	40	70	
1/3 area	E5	5	1,825	1,775	50	350	354	14%	30%	37	1.28	0.43	30	15	
1/3 area	E6	7	1,787	1,679	108	240	263	45%	69%	64	1.54	0.56	20	10	
Pale Face	E7	3	1,675	1,615	60	355	360	17%	31%	68	2.40	0.81	40	30	
Porcupine	E8	3	1,713	1,582	131	590	604	22%	37%	38	2.23	0.76	40	30	
Fisheye	E9	3	1,716	1,617	99	340	354	29%	39%	34	1.17	0.41	40	15	
Little Red Run	E10	3	1,735	1,601	134	500	518	27%	33%	55	2.76	0.95	40	40	
Upper Franz's Creek	E11	3	1,740	1,580	160	680	699	24%	36%	34	2.33	1.80	40	30	
Old Man	E12	6	1,710	1,580	130	495	512	26%	52%	69	3.42	1.18	15	20	
Franz's Meadow	E13	2	1,662	1,590	72	470	475	15%	20%	51	2.42	1.63	50	80	
Papoose	F1	2	1,835	1,662	173	1,030	1,044	17%	29%	39	4.03	0.68	50	35	
Upper Whiskey Jack	0 (not including partial trails) 11.51 430 550														
Total Lift K	0 (not including partial trails) 11.51 430 550														

**TABLE II.5 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY
EXISTING AREA - 2009/2010**

Trail Name	Trail No.	Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Slope Percent	Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Skiers At Area		Lift at Area
			Top Meters	Bottom Meters								Avg. Steep.	Density	
<u>Lift N - Symphony Express</u>														
Jeff's Ode to Joy	N1	3	2,030	1,528	502	2,370	2,423	21%	54	12.89	13.18	40	40	525
Upper Adiago	N2	4	1,910	1,623	287	1,255	1,287	43%	33	4.12	4.23	40	40	170
Lower Adiago	N3	3	1,632	1,528	104	695	703	15%	24	1.67	1.69	40	40	70
Glissando	N4	4	1,668	1,528	140	970	980	14%	16	1.55	1.57	40	40	65
	N5	6	1,898	1,683	215	910	935	24%	101	9.15	9.40	4	4	35 1/4 dens.
Rhapsody Bowl Left	N6	7	1,934	1,720	214	705	737	30%	81	5.73	5.99	5	5	30 1/4 dens.
Rhapsody Bowl Right	N7	5	2,020	1,705	315	1,240	1,279	25%	222	27.47	28.34	8	8	215 1/4 dens.
	N8	5	1,704	1,645	59	720	722	8%	5	0.38	0.38	30	30	10
Lower Flute (traverse-to)	6										51.60	2	2	75 1/10 den.
Upper Flute (hike-to)	7										27.47	2	2	55 1/10 den.
Encore Ridge	6	1,773	1,532	241	1,070	1,097	23%	65%	18	1.92	1.97	4	4	5 1/4 dens.
Total Lift N	11					10,163					145.82			1,255 1,710
<u>Lift Q - Fitzsimmons Express</u>														
Total Lift Q	0					0					0.00			0 580
<u>Olympic Beginner Zone</u>														
CLC Carpet	1	1,026	1,024	2	28	28	7%	7%	35	0.10	0.10	75	75	10
CLC Handletow I	1	1,035	1,026	9	95	95	9%	9%	25	0.24	0.24	75	75	20
CLC Handletow II	1	1,032	1,023	9	95	95	9%	9%	25	0.24	0.24	75	75	20
Olympic Carpet I	1	1,028	1,025	3	28	28	11%	11%	35	0.10	0.10	75	75	10
Olympic Carpet I	1	1,048	1,031	17	190	191	9%	9%	35	0.67	0.67	75	75	50
Walk-up zone	1										0.50			40
Total Beginner Zone	6					438					1.85			150 290
<u>Creekside Beginner Zone</u>														
Creekside Carpet	1	664	657	7	40	41	18%	18%	35	0.14	0.14	75	75	10
Total Beginner Zone	1					41					0.14			10 60
<u>Other Trails</u>														
Upper Sidewinder	3	1,580	1,499	81	1,200	1,203	7%	8%	12	1.45	1.45	40	40	60
Roundhouse-Peak Skiway	3	1,830	1,775	55	410	414	13%	13%	11	0.44	0.44	40	40	20
Peak Chair-Little Red Trav	3	1,780	1,756	24	290	291	8%	8%	9	0.27	0.27	40	40	10
Peak Chair-Franz's Meadow	3	1,775	1,727	48	520	522	9%	9%	14	0.75	0.75	40	40	30
Saddle-Burnt Stew	3	2,085	2,053	32	150	153	21%	21%	30	0.45	0.46	40	40	20
Total Other Trails	5					2,583					3.37			140
Total All Lifts	182					133.3 km					756.8 Ha			17,180 17,650

.6 Mountain Capacity Analysis

Planning Parameters

The determination of an area’s Skier Carrying Capacity (SCC) is perhaps the most critical step in ski area planning. Often referred to as the “comfortable carrying capacity” or the “skiers at one time” (SAOT), this figure represents the number of skiers that can be safely supported by an area’s lift and trail system while providing a quality experience to each skier ability level. The skier carrying capacity is determined via an integration of lift capacity, acceptable slope densities, slope gradients, skier skill classifications and vertical metres of lift serviced terrain.

During the past several years, Ecosign has undertaken and reviewed substantial research dealing with skiing demand, skier skill distribution and skier densities. Each skier ability level places different demands upon an area’s lift and trail system. Empirical observations have determined that each skier ability level will ski a relatively constant number of vertical metres per day.

Skier Skill Class Distribution

These reviews have also continued to support the bell curve distribution of skier skill levels, as illustrated below in Plate II.2.

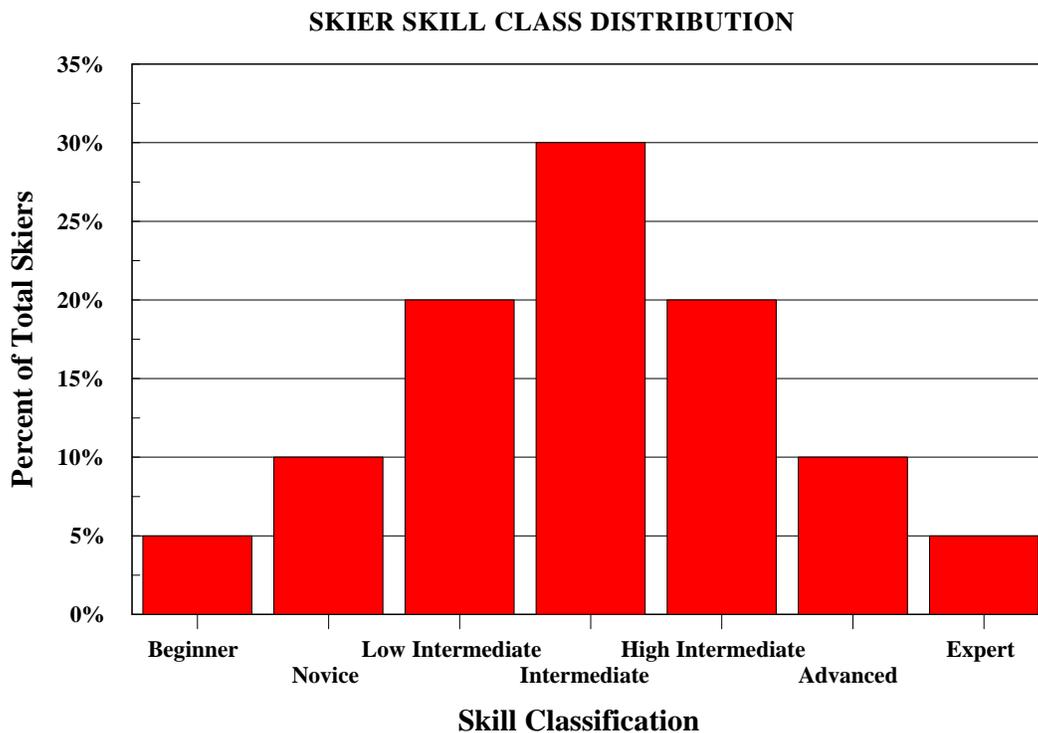


PLATE II.2

Vertical Transport Metres

As a general rule, as the proficiency of the skier increases, the demand for vertical metres increases. Table II.6 lists the low, average and high levels of VTM demand used by Ecosign for different regions of the world.

**TABLE II.6
SKIING DEMAND BY SKILL CLASSIFICATION**

Skill Classification	Planning Goals	Skier Demand VTM/Day		
		Low	Average	High
1 Beginner	5%	610	705	940
2 Novice	10%	1,370	1,595	2,120
3 Low Intermediate	20%	1,830	2,125	2,825
4 Intermediate	30%	2,440	2,830	3,770
5 High Intermediate	20%	3,290	3,840	5,085
6 Advanced	10%	3,840	4,460	5,935
7 Expert	5%	5,485	6,370	8,475
Weighted Average		2,582	3,001	3,989

In Europe, western Canada and the western United States, we use the industry high VTM demand to ensure a quality, uncrowded skiing experience for the better conditioned, more aggressive skiers. The average level of demand is commonly found in Japan, while the low level of demand occurs where ski areas tend to be quite crowded. To ensure a high quality experience, we will use the industry high level of VTM demand for evaluating and planning Whistler Mountain.

Skier Densities

Based on the above mentioned review of various studies, we estimated skier densities which provide skiers with a high quality, comfortable experience, resulting in good memories and the likelihood of return visits. Densities used for planning ski areas in different parts of the world vary widely, due to the facilities the local skier has been conditioned to accept and the local land base, as illustrated in Plate II.3. In areas such as Europe, western Canada and the western United States, skier densities are relatively low compared to the densities found in ski areas in Japan or Australia, where skiers have been historically conditioned to higher densities. Densities in Japan are generally three times higher than densities in western North American destination resorts.

As shown in Table II.7, acceptable skier slope densities tend to decrease as the proficiency of the skier increases. The lower density for better skiers occurs due to their increased speed, and therefore longer stopping distances, and the general increase in space needed to avoid obstacles and other skiers. As shown, the exception to this rule is that slope densities increase slightly on expert terrain since these steep, ungroomed slopes dictate controlled, short radius turns. Under these conditions, expert skiers have slower speeds and require less space for safe skiing.

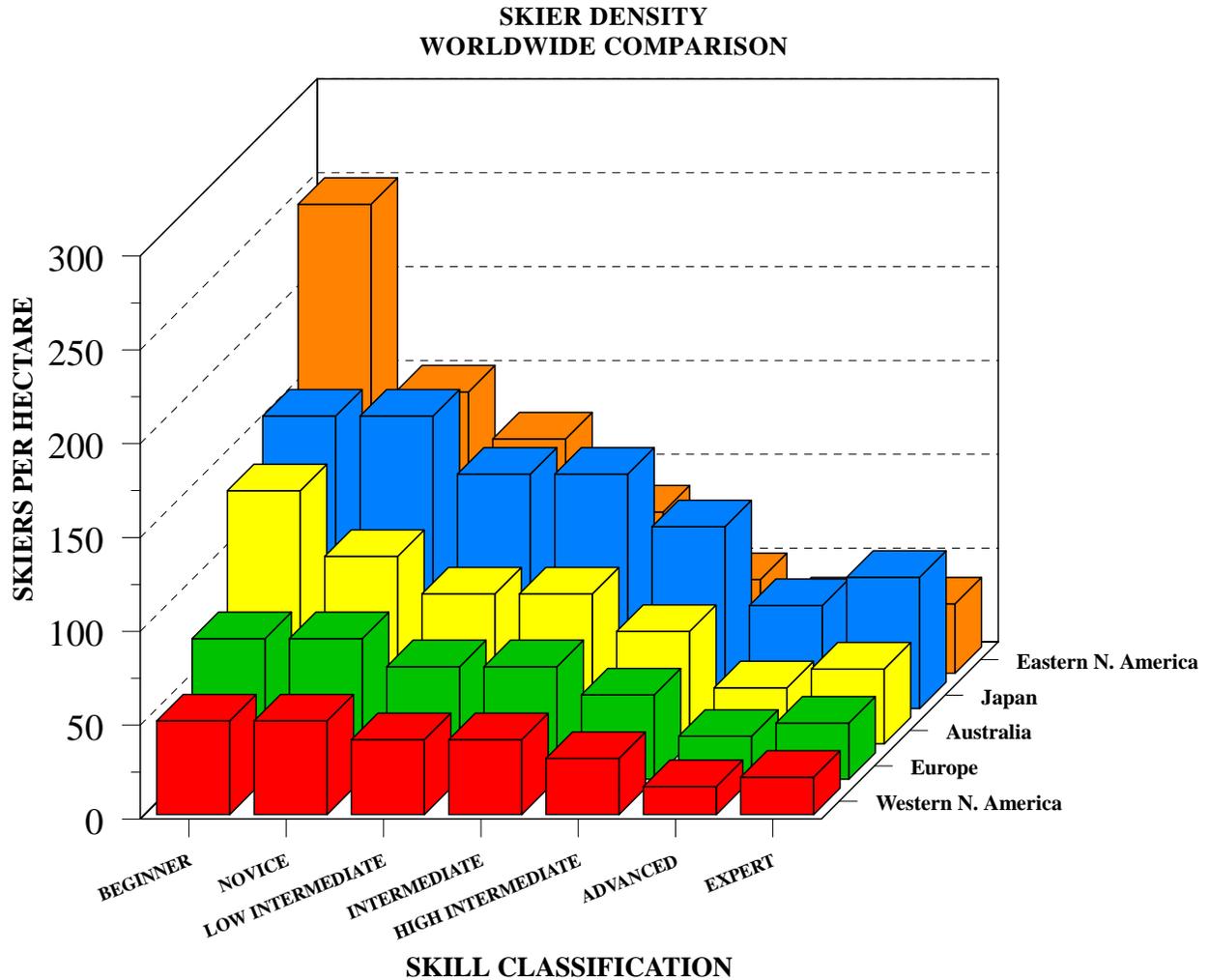


PLATE II.3

Listed in Table II.7 are the “SAOT” (Skiers At One Time) or “At Area” densities, which are based on the total number of skiers at the ski area, including skiers in lift queues, riding lifts, in restaurants and on the ski trails. "On-Slope" densities are significantly lower and take into account only those skiers actually on the ski trails at any given time.

The densities shown will be used both in the evaluation of the existing and proposed trail capacities and the potential terrain carrying capacity of the additional slopes adjacent to the presently developed area. One important point to realize here is that even though all skiers pay the same rate, it is more costly for an operator to provide an expert with adequate lifts and terrain than for a novice or intermediate skier. The planning parameters used for Whistler Mountain are listed in Table II.7.

**TABLE II.7
WHISTLER MOUNTAIN
PLANNING PARAMETERS**

Skill Classification	Skill Mix	Acceptable Terrain Gradients	Skier Demand VTM/Day	Skier Densities Skiers per Ha.	
				At Area	On Slope
1 Beginner	5%	8 - 15%	940	50	20
2 Novice	10%	15 – 25%	2,120	50	20
3 Low Intermediate	20%	25 – 35%	2,825	40	15
4 Intermediate	30%	30 – 40%	3,770	40	15
5 High Intermediate	20%	35 – 45%	5,085	30	12
6 Advanced	10%	45 – 60%	5,935	15	7
7 Expert	5%	60% +	8,475	20	10

Ski Trails Capacity Analysis

In the analysis and planning for the Whistler Mountain ski trail system, we have used the skier densities listed in Table II.7. In order to determine the skier carrying capacity of each trail, we have multiplied the density of the skill level of skiers using a particular trail, with the slope area of the trail. In addition to the general specifications of the ski trails, Table II.5 lists the Whistler trail capacities. As listed, Whistler Mountain has a total trail capacity of approximately 17,180 skiers per day at the ideal densities chosen.

.7 Whistler Mountain Skier Carrying Capacity (SCC) Analysis

Lift Capacity Analysis

Utilizing the high industry skier vertical demand, we have calculated the skier carrying capacity (SCC) of Whistler Mountain’s existing lift facilities, as listed in Table II.8. Based upon this analysis, we estimate that the lift system can comfortably accommodate approximately 17,650 skiers per day. The capacity analysis assumes that the waiting time for a lift is equal to the ride time for fixed grip lifts and the wait time is double the ride time for detachable grip lifts. Additionally, the VTM demand on each lift is determined by the terrain balance of the trails serviced by that lift. It should be noted that the lower mountain lifts, the Creekside Gondola, the Lower Village Gondola and the Fitzsimmons Express chairlift, are used less frequently for return cycle skiing (except on busy days with good lower mountain snow conditions). Therefore, the SCC of these lifts is significantly impacted by the number of people needing to use these lifts for staging and the “over-capacity” required for morning staging and the calculated SCC’s are limited by using only 35 percent of the rated capacity out of the village for return skiing. The resulting calculated SCC’s then provide a reasonable balance with the return cycle skiing trails in that zone.

**TABLE II.8
WHISTLER MOUNTAIN
SKIER CARRYING CAPACITY
EXISTING AREA – 2009/2010**

Lift No.	Lift Name	Lift Type	Hourly Capacity	Vertical Meters	VTM/Hr (000)	VTM Demand	Loading Effic.	Access Reduc.	SCC	Mode 2 SCC	Mode 3 SCC
A	Lower Village Gondola	D10G	2,640	343	906	2,554	85%	65%	740	740	
B	Upper Village Gondola	D10G	2,640	814	2,149	2,969	85%	25%	3,220	3,220	3,220
C	Creekside Gondola	D6G	2,097	644	1,350	4,481	95%	30%	1,390	1,390	
D	Harmony Express	D4C	2,400	522	1,253	5,858	95%	8%	1,210		1,210
E	Big Red Express	D4C	2,800	552	1,546	5,026	95%	14%	1,730	1,730	1,730
F	Emerald Express	D4C	2,535	424	1,075	3,264	95%	5%	2,000	2,000	2,000
G	Peak Chair	D4C	2,500	401	1,003	6,833	95%	0%	840		840
H	Garbanzo Express	D4C	2,800	657	1,840	4,133	95%	16%	2,430	2,430	2,430
I	Olympic Chair	3C	1,656	126	209	2,120	80%	0%	510	510	510
J	T-Bars 1&2	2/T-B	1,515	178	270	4,277	95%	0%	390		390
K	Franz's Chair	3C	1,272	267	340	3,181	90%	11%	550	550	550
N	Symphony Express	D4C	2,400	508	1,219	4,075	95%	0%	1,710		1,710
Q	Fitzsimmons Express	D4C-B	1,850	343	635	2,554	95%	65%	580	580	580
	Creekside Carpet	MC	1,200	7	8				60	60	60
	CLC Carpet	MC	1,200	2	2				30	30	30
	CLC Handletow I	HT	669	6	2				40	40	40
	CLC Handletow II	HT	374	3	1				30	30	30
	Olympic Carpet I	MC	1,200	3	3				40	40	40
	Olympic Carpet II	MC	1,200	17	20				150	150	150
Total			34,948		13,829				17,650	13,500	15,520

Note: Calculated access times for lifts A, C and Q are 3.3, 2.1 and 2.1 hours respectively

During the season there are days when either the lower and/or upper mountain is closed. The closure of the zones of the mountain affects the skier carrying capacity. When the upper mountain is closed and the Harmony (1,210 skiers), Peak (840 skiers), Symphony (1,710 skiers) and T-bars 1 & 2 (390 skiers) are not operating, Whistler's skier carrying capacity is reduced to about 13,500 skiers per day. Conversely, when the lower mountain is not skiable, the return skier carrying capacity of the Lower Village Gondola (1,070) and the Creekside Gondola (960) are not available and these lifts are used as staging lifts only. The skier carrying capacity is then 15,520 skiers per day. When both the lower and upper zones of the mountain are closed, Whistler Mountain's skier carrying capacity is reduced to just over 11,000 skiers per day.

As discussed, it is extremely rare that weather, snow conditions, visitor demographics, etc., are harmonized in such a way that every zone of the ski area are equally attractive to guests and skier distribution is uniform over the entire ski area. For this reason, the peak business day at Whistler Blackcomb are both approximately 82-87% of the calculated SCC; and on these days, Whistler definitely is considered to be at or near capacity. Peak days at Whistler have ranged between 12,453 and 15,828 in the last 8 years; 74% to 89.7% of the calculated SCC. Typically, on peak days, Whistler experiences significant lift lines on the access lifts (over 30 minutes on both the Whistler Gondola and Creekside Gondola) and on the upper mountain, lift lines can exceed 30 minutes on Harmony and 15 minutes on Emerald, Red and the Peak chair.

.8 Ski Trail Balance Statement

To accurately portray the terrain balance of the mountain complex, we computed the terrain available to each of the seven skier skill classifications and then multiplied by the skier densities exhibited in Table II.7. This exercise is often referred to as “area balancing” and provides management and the planning team with the data necessary to compare the mountain trail development with the apparent proportions of the skier market.

**TABLE II.9
WHISTLER MOUNTAIN
TRAIL BALANCE BY LIFT SYSTEM
EXISTING AREA – 2009/2010**

Lift No.	A & Q	B	C	D	E	F	G	H	I	J	K	N
Lift Name	Gondola & Fitzsimmons	Upper Creekside Village	Creekside Gondola	Harmony Express	Big Red Express	Emerald Express	The Peak	Garbanzo Express	Olympic Chair	T-Bars 1&2	Franz's Chair	Symphony Express
Lift Type	D10G/D4C-B	D10G	D6G	D4C	D4C	D4C	D4C	D4C	3C	2/T-B	3C	D4C
Lift Capacity	1,320	3,220	1,390	1,210	1,730	2,000	840	2,430	510	390	550	1,710
Trail Capacity	1,015	1,295	1,295	2,860	2,785	2,140	1,685	1,195	380	545	430	1,255
Trails:Lifts	77%	40%	93%	236%	161%	107%	201%	49%	75%	140%	78%	73%
Average Density	31.8	102.0	32.2	7.7	14.6	36.8	9.1	56.3	66.5	41.1	47.8	11.7
Optimum Density	43.8	41.7	34.2	27.0	30.7	39.8	21.6	34.6	50.0	29.7	40.4	34.6
Demand VTM	2,554	2,969	4,481	5,764	5,026	3,264	6,833	4,133	2,120	4,277	3,181	4,075
Balance												
Beginner	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Novice	38%	27%	0%	0%	9%	9%	0%	4%	100%	0%	27%	0%
Low Intermediate	62%	51%	0%	19%	20%	53%	1%	23%	0%	58%	45%	47%
Intermediate	0%	11%	49%	19%	16%	27%	0%	32%	0%	0%	16%	19%
High Intermediate	0%	10%	47%	6%	17%	11%	26%	31%	0%	0%	3%	18%
Advanced	0%	0%	4%	22%	17%	0%	26%	10%	0%	37%	6%	9%
Expert	0%	0%	0%	34%	21%	0%	46%	0%	0%	6%	2%	7%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

The Trail Balance By Lift System (Table II.9 and Plate II.4) portrays the relationship between each lift and trail system, as well as the proportionate amount of ski terrain available to each skier skill level on each lift. In general, the lift and trail capacities at Whistler Mountain are somewhat unbalanced with lift/trail systems which range from over lifted (too much lift capacity) to under lifted. The Creekside Gondola, Emerald Express, Olympic chair and Franz’s chair are fairly well balanced, while the Upper Village Gondola, Garbanzo Express and Symphony Express have more lift capacity than trail capacity. Harmony, Big Red, the Peak Chair and the T-bars have large excesses of trail capacity. Days when the Peak Chair was closed were also examined to determine lift/trail balance and are also illustrated in Plate II.4. On these days, the Big Red Chair loses its excess of trail capacity (due to Red being used to ski many of the Peak’s runs) and becomes quite well balanced.

**WHISTLER MOUNTAIN
TRAIL BALANCE BY LIFT SYSTEM
EXISTING AREA – 2009/2010**

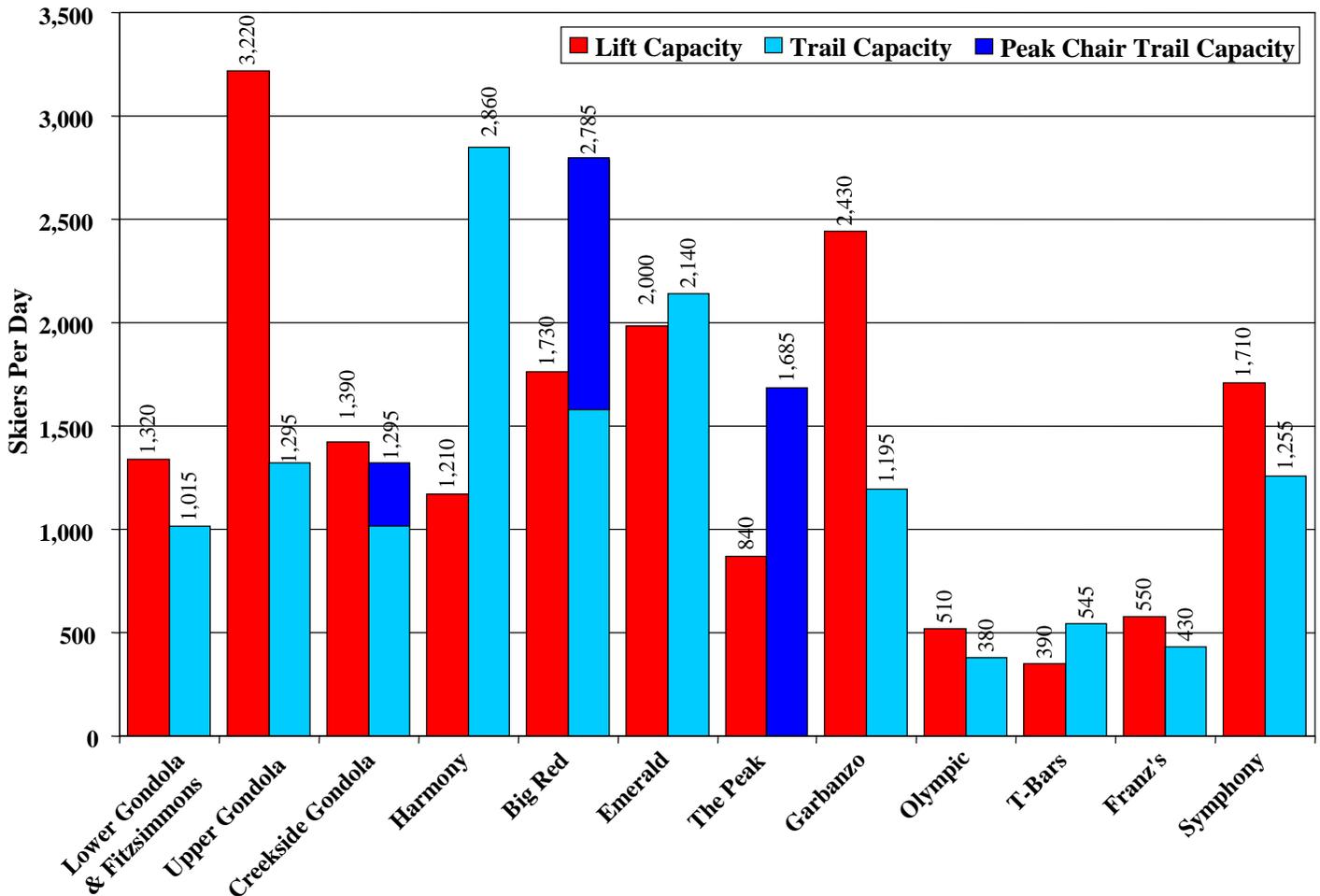


PLATE II.4

The Cumulative Ski Trail Balance Statement for the existing area is listed in Table II.10. Plate II.5 indicates that the presently developed ski terrain at Whistler Mountain is somewhat unbalanced with excesses in the low intermediate and expert skill classes and significant shortages in the beginner and intermediate skill classes, when compared to the overall skier market. When analyzed using the three international skill classes, the Whistler distribution is 11.0%:62.6%:26.4% as compared to the skier market at 15%:70%:15%. As mentioned earlier, this excess of terrain in the higher skill classes is a major draw for destination visitors.

**TABLE II.10
WHISTLER MOUNTAIN
CUMULATIVE SKI TRAIL BALANCE STATEMENT
EXISTING AREA 2009/2010**

Skill Classification	Hectares	Skiers	Balance	Ideal
1 Beginner	2.0	160	0.9%	5%
2 Novice	34.8	1,730	10.1%	10%
3 Low Intermediate	125.8	5,055	29.4%	20%
4 Intermediate	74.9	3,000	17.5%	30%
5 High Intermediate	114.4	2,700	15.7%	20%
6 Advanced	217.4	2,065	12.0%	10%
7 Expert	187.4	2,470	14.4%	5%
TOTALS	756.8	17,180	100%	100%

Average Density =	23.3 Skiers/Hectare
Optimum Density =	33.6 Skiers/Hectare
Weighted Demand =	4,443 VTM/Skier/Day

**WHISTLER MOUNTAIN
SKI TRAIL BALANCE
EXISTING AREA – 2009/2010**

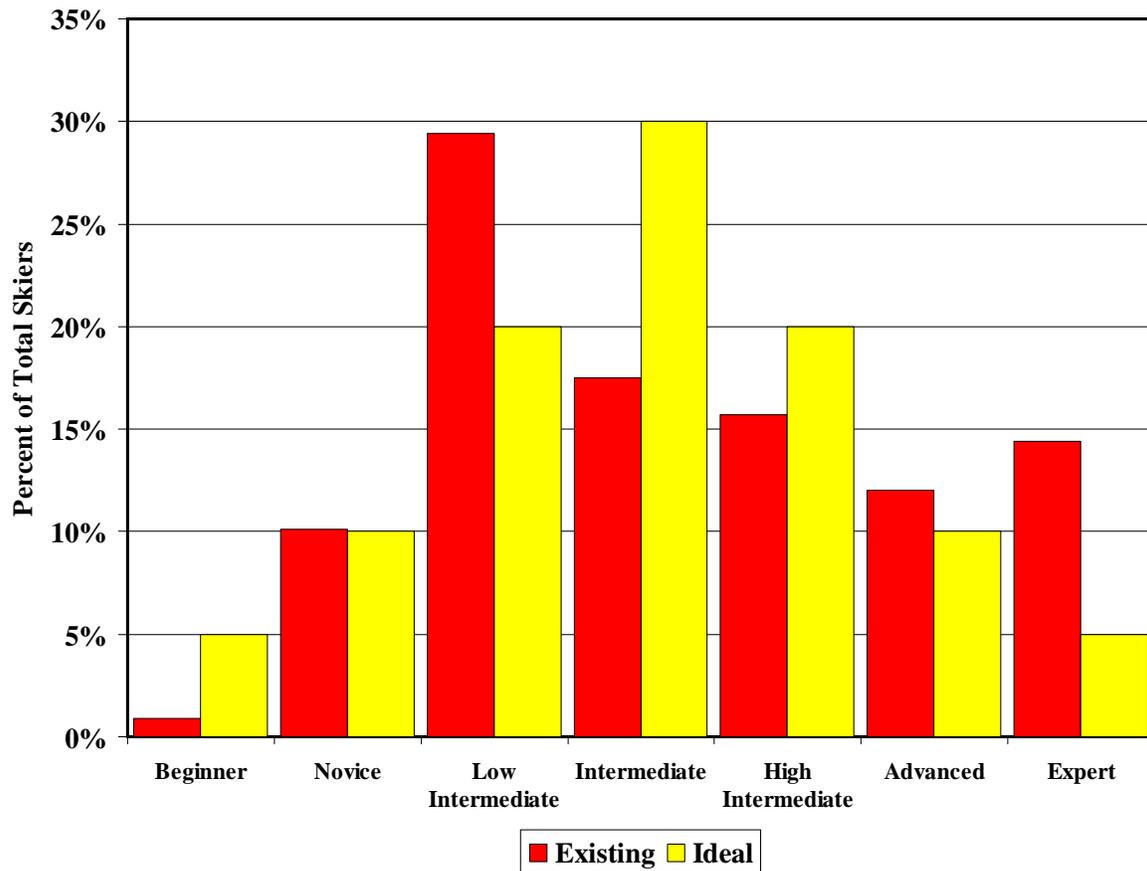


PLATE II.5

.9 Mountain Staging and Circulation

The efficient staging of skiers is a complex operation which requires sufficient facilities both on and off the mountain to allow visitors to park, dine, buy tickets, rent equipment and other necessities, and subsequently be distributed throughout the mountain's lift and trail systems. Large mountain complexes inevitably require several staging areas to handle peak traffic flows during the morning and afternoon staging periods. Skier staging to the ski area is somewhat analogous to pipelines (lifts) pumping (skiers) up the mountain to fill reservoirs (lift and trail systems). This is particularly relevant in the case of Whistler Mountain as the bulk of the skiing is located at the mid and upper elevations, which requires lifts with large rated capacities to be installed on the lower mountain simply to handle the large numbers of skiers moving to the upper elevations (even though much of the capacity goes unused once the morning staging period has finished).

Whistler Mountain has two major staging portals; with two main staging lifts in the Village portal (the Whistler Village Gondola at 2,640 pph and the Fitzsimmons Express at 1,850 pph) and one at Creekside (the Creekside Gondola, operating at 2,097 pph). Taking into account loading inefficiencies, the upper mountain SCC, at 14,940 skiers would theoretically be able to be staged up these three lifts onto the mountain in approximately 2.5 hours; it will actually be longer on the gondola and shorter on the Fitzsimmons chair due to guest preference for the gondola system.

.10 Snowmaking

Whistler Mountain has a limited combination air/water and fan gun system for producing snow on several trails. Snowmaking has historically been used on the mid and upper mountain in the rare events of low snowpack at those high elevations in early season. Snowmaking is more heavily used on the lower elevations, where snowpack is frequently an inadequate depth to stand up to the wear and tear of the huge amount of skier traffic during afternoon egress. This system has been installed and expanded in the last 30 years, including a network installed on the west side of the mountain to ensure good snow conditions for the World Cup Downhill (top of Orange Chair to the Creekside base installed in 1996) and for the 2010 Winter Olympics (installed in 2007-2009) to ensure snowpack for all the Olympic Alpine Skiing Events). Figure 9, the Existing Snowmaking Map, illustrates the snowmaking coverage at Whistler Mountain, as well as most of the pump buildings, valve stations, etc. It does not however, illustrate the actual water, air and electrical routes, hydrant locations or areas that are covered by snowmaking intermittently by stringing long hoses to areas without piping or electricity). As illustrated on Figure 9, snowmaking covers approximately 119 hectares on terrain serviced by the Village Gondola, the Emerald Express, the Garbanzo Express, Big Red (except just off the top terminal) and the Creekside Gondola.

Historically, most of the snowmaking water was taken directly from Franz's Creek and either pumped directly to the snow guns or pumped into one of the two large snowmaking reservoirs located in the alpine. The upper reservoir, located above Harmony Bowl has a capacity of 45,425 m³ (12 million US gallons), while the lower reservoir, located just below the bottom of the Peak Chair has a capacity of 75,700 m³ (20 million US gallons). There is a second intake and pump station at Alder Creek, close to Olympic Station. In 2006, a third feed from Fitzsimmons Creek was installed to provide all the additional water required for snowmaking in the Alpine Skiing Venue and practice areas during the 2010 Winter Olympics. The new Fitzsimmons Creek intake is located at the Fitzsimmons Pumphouse above Base II on Blackcomb. A 400 mm diameter pipe was installed on Haul Back to bring the water down to the valley to feed the Whistler Mountain snowmaking system. This new intake can provide up to 22,700 m³/day (6 million US gallons per day). The amount of water used by Whistler Mountain for snowmaking varies widely from year to year depending on early season and lower mountain snow conditions; for example, in recent years, Whistler has used as much as 568,000 m³ of water (150 million US gallons) and as little as 265,000 m³ (70 million US gallons).

.11 Olympic Facilities

In February and March 2010, the Alpine Skiing events for the 2010 Olympic and Paralympic Winter Games were held on Whistler Mountain. VANOC and Whistler staff spent 3 years preparing the site for the Games, which included clearing a small area for new trails, regrading existing and new trails, adding snowmaking and communication lines, adding infrastructure for course safety, building a new finish/staging area (including all power, water, sewer, buildings, etc.) and installing a temporary chairlift for spectator access to the finish area. The finish area facilities were necessary to accommodate the hundreds of athletes and support staff, as well as the thousands of spectators that attended the alpine skiing events during the Games. The finish area facilities were removed after the Games, including the detachable quad chairlift connecting the finish area to the Creekside base. A small parking lot that has a capacity for approximately 175 cars has been constructed on the area used for the finish facilities. This lot will be available for use in the 2010/2011 ski season and can be accessed from Nordic Drive.

The ski hill improvements to create the race courses, the safety fencing and the snowmaking and communication lines remain in place as a legacy. In addition to the work carried out for the runs within the Alpine Skiing Venue, Raven and Ptarmigan received trail regrading and snowmaking upgrades to function as a practice area for the athletes. The Dave Murray National Training Centre is to be developed in this area to provide an ongoing legacy to developing athletes. The trails and snowmaking are discussed elsewhere in the inventory section of this report. The Olympic Facilities for Whistler Mountain are graphically illustrated on Figure 10.

.12 Skier Service Space Inventory and Analysis

Skier service facilities are those facilities which provide functions specifically related to the operation and management of the ski area. For planning purposes, these services can generally be broken down into three distinct categories:

Staging Facilities - those services that are required as skiers arrive at the area.

Commercial Facilities - those services required throughout the day as skiers are on the mountain and during après-ski hours.

Operational Facilities - those services not directly required by skiers but which are essential for the day-to-day operation of the ski area.

Staging facilities include ticket sales, public lockers, equipment rental and repair, ski school, and children's programs. These facilities are located in the base areas and should be sized in relation to the number of skiers staging through each base area. Equipment rental space can often be provided from leased premises within the resort village, reducing the capital investment costs for the mountain operator.

Commercial facilities are located both in the base area and on the mountain and include food and bar seating, kitchen and serving areas, restrooms and accessory retail space. Restaurant space in the base area does not always need to be owned by the mountain operator, if the restaurant space in the village and accommodation buildings at the base is located close enough to the lifts to be convenient for skiers to use during the day. Restaurants on the mountain are normally the responsibility of the mountain operator. Restaurant seats should be planned relative to the number of skiers circulating in the vicinity of the proposed restaurant sites. Kitchens and restrooms must be sized in proportion to the amount of seating proposed for each restaurant.

Operational facilities are generally "back of the house" services and include administration, employee lockers and ski patrol facilities. These facilities are located both on the mountain and in the base areas.

Skier Service Space Inventory

An inventory of the buildings and structures providing skier service facilities for Whistler Mountain was performed in October 2009 by Whistler personnel. Ecosign has summarized this information in Table II.11. The buildings have been grouped into 4 different skier zones; Whistler Village, Creekside, Mid-Mountain and Alpine. Forty percent of the skier service space for Whistler Mountain is provided in the alpine, with the majority located in the renovated Roundhouse building at the top of the Whistler

Village gondola. Thirty-one percent of the skier service floor space is provided in Whistler Village either in the gondola building or in buildings adjacent to the gondola.

**TABLE II.11
WHISTLER MOUNTAIN
EXISTING SKIER SERVICE SPACE INVENTORY**

Skier Zone	Whistler Village						
	Village Station G1 m ²	Carleton Lodge m ²	Pan Pacific m ²	Springs Lane m ²	Westin leased space m ²	Ticket Kiosk m ²	Sub-total Whistler Village m ²
Staging Facilities							
Ticket Sales	33.6		-			49.0	82.6
Public Lockers	29.0	130.6	-				159.6
Equipment Rental & Repair	344.0	270.3	204.4		68.9		887.6
Guest Services / Ski School	93.8	57.6	-				151.4
Children's Programs/Daycare	110.2	-	-		80.0		190.2
Sub-total Staging	610.6	458.5	204.4	-	148.9	49.0	1,471.4
Commercial Facilities							
Food & Beverage Seating	245.6		-				245.6
Kitchen & Scramble	180.7	25.0	-				205.7
Rest Rooms	87.7	41.0	-				128.7
Accessory Retail	9.5	337.1	347.9		373.3		1,067.8
Sub-total Commercial	523.5	403.1	347.9	-	373.3	-	1,647.8
Operational Facilities							
Administration	356.7	53.0					409.7
Employee Facilities	24.2	-		1,178.9			1,203.1
First Aid & Ski Patrol	-	-	-				-
Sub Total Operational	380.9	53.0	-	1,178.9	-	-	1,612.8
Total Functional Space	1,515.0	914.6	552.3	1,178.9	522.2	49.0	4,732.0
Storage	37.6	-	-				37.6
Mechanical/Circulation/Walls/Waste	183.1	-	-	65.0		2.0	250.1
Total Skier Service Space	1,735.7	914.6	552.3	1,243.9	522.2	51.0	5,019.7
<i>Percent of Total Space</i>	<i>11%</i>	<i>6%</i>	<i>3%</i>	<i>8%</i>	<i>3%</i>	<i>0%</i>	<i>31%</i>
Restaurant Seating		Bike & Bean					
Restaurants	GLC						
Indoor Seats	160						160
Outdoor Seats	176	115					291

**TABLE II.11 CONT.
WHISTLER MOUNTAIN
EXISTING SKIER SERVICE SPACE INVENTORY**

Skier Zone	Whistler Creekside			
	Dusty's m ²	The Legends m ²	Franz's Trail m ²	Sub-total Whistler Creek m ²
Staging Facilities				
Ticket Sales		39.8		39.8
Public Lockers	-	305.5	68.6	374.0
Equipment Rental & Repair	-		220.0	220.0
Guest Services / Ski School	-	162.3		162.3
Children's Programs/Daycare	-	-	235.1	235.1
Sub-total Staging	-	507.5	523.7	1,031.2
Commercial Facilities				
Food & Beverage Seating	638.1	-	135.9	774.0
Kitchen & Scramble	271.6	-		271.6
Rest Rooms	104.2	-	78.3	182.5
Accessory Retail	-		244.2	244.2
Sub-total Commercial	1,013.9	-	458.4	1,472.3
Operational Facilities				
Administration		132.6	526.5	659.1
Employee Facilities	-		170.0	170.0
First Aid & Ski Patrol	-	-	-	-
Sub Total Operational	-	132.6	696.5	829.1
Total Functional Space	1,013.9	640.1	1,678.6	3,332.6
Storage			649.4	649.4
Mechanical/Circulation/Walls/Waste		16.1	167.8	183.9
Total Skier Service Space	1,013.9	656.2	2,495.8	4,165.9
<i>Percent of Total Space</i>	<i>6%</i>	<i>4%</i>	<i>16%</i>	<i>26%</i>
Restaurant Seating				
Restaurants	Dusty's		W.Kids	
Indoor Seats	356		90	446
Outdoor Seats	318			318

**TABLE II.11 CONT.
WHISTLER MOUNTAIN
EXISTING SKIER SERVICE SPACE INVENTORY**

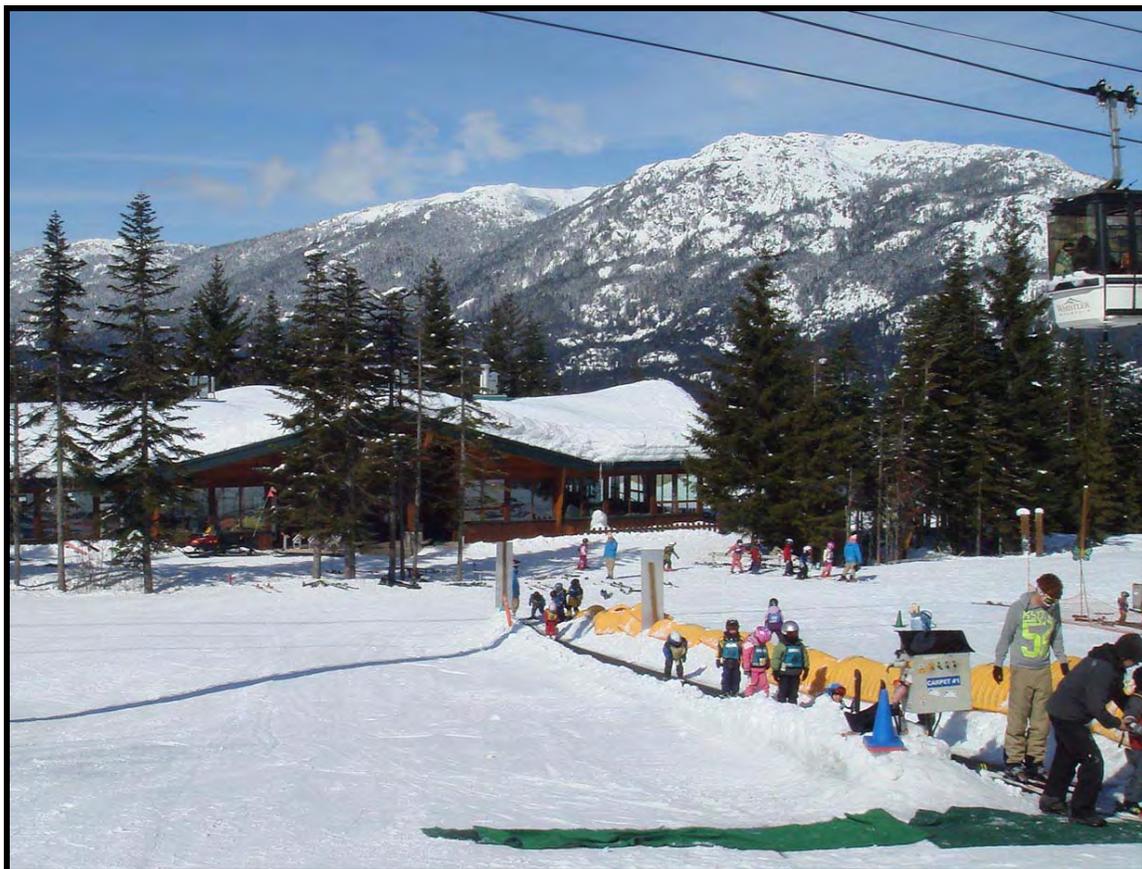
Skier Zone	Mid Mountain				
	Children's Learning Centre m ²	Beaver Tails m ²	Chic Pea m ²	Raven's Nest m ²	Sub-total Mid Mountain m ²
Staging Facilities					
Ticket Sales	-			-	-
Public Lockers	-			-	-
Equipment Rental & Repair	-			-	-
Guest Services / Ski School					-
Children's Programs/Daycare	200.0			-	200.0
Sub-total Staging	200.0	-	-	-	200.0
Commercial Facilities					
Food & Beverage Seating	241.3		195.0	90.3	526.6
Kitchen & Scramble	139.4	32.0	69.7	17.4	258.5
Rest Rooms	92.9		46.5	29.3	168.7
Accessory Retail	-			-	-
Sub-total Commercial	473.6	32.0	311.2	137.0	953.8
Operational Facilities					
Administration	55.7			-	55.7
Employee Facilities	-			-	-
First Aid & Ski Patrol	-			-	-
Sub Total Operational	55.7	-	-	-	55.7
Total Functional Space	729.3	32.0	311.2	137.0	1,209.5
Storage	5.5	9.0	11.1	38.9	64.5
Mechanical/Circulation/Walls/Waste	8.4	3.0	12.2	40.5	64.1
Total Skier Service Space	743.2	44.0	334.5	216.4	1,338.1
<i>Percent of Total Space</i>	<i>5%</i>	<i>0%</i>	<i>2%</i>	<i>1%</i>	<i>8%</i>
Restaurant Seating		Beaver Tails	Chic Pea	Raven's Nest	
Restaurants	CLC				
Indoor Seats	220		118	65	403
Outdoor Seats		24	108	70	202

**TABLE II.11 CONT.
WHISTLER MOUNTAIN
EXISTING SKIER SERVICE SPACE INVENTORY**

Skier Zone	Alpine									
	Round House m ²	Alpine Maint. Building m ²	Guest Info Kiosk m ²	Ski School Building m ²	CanSki Demos Hut m ²	Ski Storage Locker m ²	Peak Patrol Hut m ²	Nestle's Hut m ²	Harmony Tea House m ²	Sub-total Alpine m ²
Staging Facilities										
Ticket Sales	-	-		-	-				-	-
Public Lockers	-	-		-	-	18.6			-	18.6
Equipment Rental & Repair	-	-			74.0				-	74.0
Guest Services / Ski School	37.2		7.6	130.0						
Children's Programs/Daycare	-	-		-	-				-	-
Sub-total Staging	37.2	-	7.6	130.0	74.0	18.6	-	-	-	92.6
Commercial Facilities										
Food & Beverage Seating	2,062.4			-	-				10.0	2,072.4
Kitchen & Scramble	655.0			-	-			55.7	5.0	715.7
Rest Rooms	492.4			-	-				10.0	502.4
Accessory Retail	92.9	-		-	-				-	92.9
Sub-total Commercial	3,302.7	-	-	-	-	-	-	55.7	25.0	3,383.4
Operational Facilities										
Administration	55.7	403.0							-	458.7
Employee Facilities	55.7	10.0		-	-				-	65.7
First Aid & Ski Patrol	9.3	175.0		-	-		30.0		15.0	229.3
Sub Total Operational	120.7	588.0	-	-	-	-	30.0	-	15.0	753.7
Total Functional Space	3,460.6	588.0	7.6	130.0	74.0	18.6	30.0	55.7	40.0	4,229.7
Storage	125.4	41.8		-	-				-	167.2
Mechanical/Circulation/Walls/Waste	1,059.1	-		25.0	-				-	1,084.1
Total Skier Service Space	4,645.1	629.8	7.6	155.0	74.0	18.6	30.0	55.7	40.0	5,481.0
<i>Percent of Total Space</i>	<i>29%</i>	<i>4%</i>	<i>0%</i>	<i>1%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>34%</i>
Restaurant Seating	Pika's Steeps									
Restaurants										
Indoor Seats	1,505								10	1,515
Outdoor Seats	512									512



Garibaldi Lift Company – Village Gondola Base



Children's Learning Centre near Olympic Station (CLC)

Table II.12 summarizes the total skier service space provided at Whistler Mountain. There is currently almost 16,000 m² dedicated to skier services at Whistler Mountain, not including restaurants or equipment rental shops operated by others that are in close proximity of the staging lifts in Whistler Village. Fifty five percent of the staging facilities are provided in Whistler Village with the remaining forty five percent provided in the redeveloped Creekside base.

**TABLE II.12
WHISTLER MOUNTAIN
SKIER SERVICE SPACE INVENTORY SUMMARY**

	Sub-total Whistler Village m ²	Sub-total Whistler Creek m ²	Sub-total Mid Mountain m ²	Sub-total Alpine m ²	Total Whistler Mountain m ²
Staging Facilities					
Ticket Sales	82.6	39.8	-	-	122.4
Public Lockers	159.6	374.0	-	18.6	552.2
Equipment Rental & Repair	887.6	220.0	-	74.0	1,181.6
Guest Services / Ski School	151.4	162.3	-	-	313.7
Children's Programs/Daycare	190.2	235.1	200.0	-	625.3
Sub-total Staging	1,471.4	1,031.2	200.0	92.6	2,795.2
Commercial Facilities					
Food & Beverage Seating	245.6	774.0	526.6	2,072.4	3,618.6
Kitchen & Scramble	205.7	271.6	258.5	715.7	1,451.5
Rest Rooms	128.7	182.5	168.7	502.4	982.3
Accessory Retail	1,067.8	244.2	-	92.9	1,404.9
Sub-total Commercial	1,647.8	1,472.3	953.8	3,383.4	7,457.3
Operational Facilities					
Administration	409.7	659.1	55.7	458.7	1,583.2
Employee Facilities	1,203.1	170.0	-	65.7	1,438.8
First Aid & Ski Patrol	-	-	-	229.3	229.3
Sub Total Operational	1,612.8	829.1	55.7	753.7	3,251.3
Total Functional Space	4,732.0	3,332.6	1,209.5	4,229.7	13,503.8
Storage	37.6	649.4	64.5	167.2	918.7
Mechanical/Circulation/Walls/Waste	250.1	183.9	64.1	1,084.1	1,582.2
Total Skier Service Space	5,019.7	4,165.9	1,338.1	5,481.0	16,004.7
<i>Percent of Total Space</i>	<i>31%</i>	<i>26%</i>	<i>8%</i>	<i>34%</i>	
Restaurant Seating					
Restaurants					
Indoor Seats	160	446	403	1,515	2,524
Outdoor Seats	291	318	202	512	1,323



Village Gondola Rental Shop

Skier Service Space Analysis

Table II.13 lists Ecosign’s planning standards for the amount of skier service space recommended per skier for each of the 12 skier service functions at a day skier area and a destination resort and also shows the average of these two standards. These standards have been developed over several years and incorporate data from destination resorts in Europe, North America and Asia. The standards are used as a benchmark to evaluate the amount of existing skier services provided at a resort. It should be noted that these planning standards are average requirements and specific conditions at a resort may dictate skier service space requirements, substantially different from these guidelines. We are generally comfortable with a 50 percent variance above or below the recommended standards depending on local market conditions.

**TABLE II.13
ECOSIGN DESIGN STANDARDS
THEORETICAL FLOORSPACE PER SKIER**

Skier Service Function	Square Meters		
	Ski Area	Average	Resort Area
Staging Facilities			
Ticket Sales	0.009	0.012	0.014
Public Lockers	0.065	0.088	0.111
Equipment & Repair	0.074	0.084	0.093
Guest Services/Ski School	0.023	0.035	0.046
Children's Programs	0.033	0.039	0.046
Subtotal Staging	0.204	0.258	0.311
Commercial Facilities			
Food Service Seating	0.300	0.350	0.400
Kitchen & Scramble	0.139	0.163	0.186
Restrooms	0.070	0.081	0.093
Accessory/Retail Sales	0.037	0.053	0.070
Subtotal Commercial	0.546	0.647	0.748
Operational Facilities			
Administration	0.056	0.074	0.093
Employee Facilities	0.028	0.037	0.046
First Aid & Ski Patrol	0.023	0.028	0.033
Subtotal Operational	0.107	0.139	0.172
Total Functional Space	0.857	1.044	1.231
Storage @ 10%	0.086	0.104	0.123
Circ./Walls/Waste/Mech. @ 15%	0.129	0.157	0.185
Total Built Space	1.071	1.305	1.539

The Existing Skier Service Space Use Analysis presented in Table II.14 compares the existing skier service space at Whistler Mountain with Ecosign’s planning standards for destination resorts. This analysis has been carried out assuming a design day for most skier services of 11,800 skiers, which represents the average number of skier visits recorded on Whistler Mountain during the 15 busiest days over the last 5 ski seasons. A design day somewhat less than the peak day is used since we feel that it is not necessary to “build the church for Easter Sunday”. With a design day set at the average of the top 15 days, we can expect about 6 to 8 days per season to exceed that level of visits. For the design condition, overall functional skier service space provided is approximately ninety two percent of the resort standard, suggesting Whistler Mountain could comfortably service approximately 10,800 skiers. Looking at the individual categories, there appears to be a slight shortage of public locker, daycare and food service seating space and surpluses in the areas of employee facilities and accessory retail. Plate II.6 illustrates the Whistler Mountain Space Use Balance.

**TABLE II.14
WHISTLER MOUNTAIN
EXISTING SKIER SPACE USE ANALYSIS
AVERAGE TOP 15 DAYS 2004/05 TO 2008/09 = 11,800 SKIERS/DAY**

	Ecosign Resort Area Standards m²/skier	Existing Floor space m²	Existing Space per Skier m²/skier	Percent of Standard	Theoretical Skiers Served
Staging Facilities					
Ticket Sales	0.014	122.4	0.010	74%	8,781
Public Lockers	0.111	552.2	0.047	42%	4,953
Equipment Rental & Repair	0.093	1,181.6	0.100	108%	12,719
Guest Services / Ski School	0.046	313.7	0.027	57%	6,753
Children's Programs/Daycare	0.046	625.3	0.053	114%	13,462
Sub-total Staging	0.311	2,795.2	0.237	76%	8,981
Commercial Facilities					
Food & Beverage Seating	0.400	3,618.6	0.307	77%	9,047
Kitchen & Scramble	0.186	1,451.5	0.123	66%	7,812
Rest Rooms	0.093	982.3	0.083	90%	10,574
Accessory Retail	0.070	1,404.9	0.119	171%	20,163
Sub-total Commercial	0.748	7,457.3	0.632	84%	9,965
Operational Facilities					
Administration	0.093	1,583.2	0.134	144%	17,041
Employee Facilities ¹ .	0.046	1,438.8	0.122	262%	30,975
First Aid & Ski Patrol	0.033	229.3	0.019	60%	7,052
Sub Total Operational	0.172	3,251.3	0.276	160%	18,917
Total Functional Space	1.231	13,503.8	1.144	93%	10,966
Storage	0.123	918.7	0.078	63%	7,460
Mechanical/Circulation/Walls/Waste	0.185	1,582.2	0.134	73%	8,565
Total Skier Service Space	1.539	16,004.7	1.356	88%	10,397

NOTE: 1. Employee Facilities in the Springs building are used by both Whistler & Blackcomb staff.

**WHISTLER MOUNTAIN
SPACE USE BALANCE**

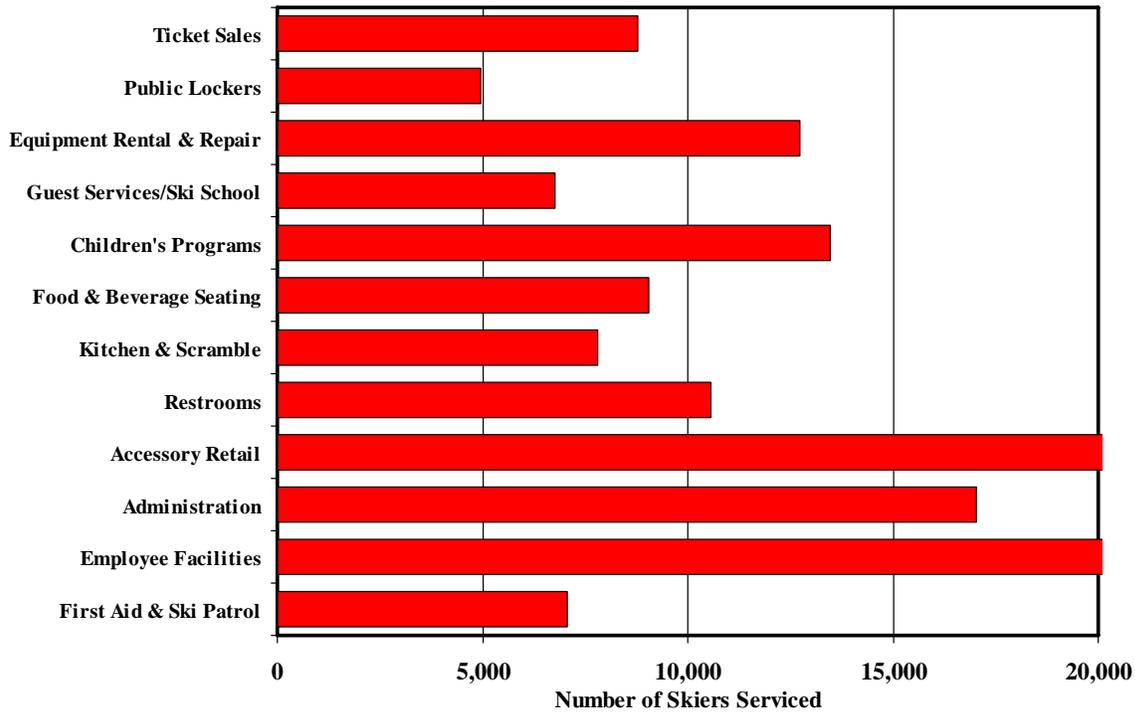


PLATE II.6

Since the merger of Whistler and Blackcomb in 1997, many of the skier service facilities are utilized by guests and employees of both mountains, such that it is difficult to precisely separate the two. A skier may stage from the base that is closest to his accommodation and then make their way to the other mountain at some point in the day. With the PEAK 2 PEAK Gondola connecting the alpine areas, this movement between the two mountains has increased significantly over the past two seasons. An analysis of the skier service space for the combined Whistler Blackcomb ski area is provided in Table II.15. This analysis was carried out using a Design Day of 21,870 skiers which is equal to the average of the top 15 days occurring over each of the past 5 seasons. The combined ski area exhibits a similar shortage in staging facilities such as public lockers and guest services/ski school space. Food and beverage facilities are adequate for about 72% of the design day while there appears to be more than enough accessory retail space. Although administration and employee space appears to be higher than the design standard, Whistler Blackcomb provides locker facilities at the mountain base areas for a high proportion of their employees, which allows the employees to use local transit to get to work.

**TABLE II.15
WHISTLER BLACKCOMB COMBINED
EXISTING SKIER SPACE USE ANALYSIS
AVERAGE TOP 15 DAYS 2004/05 TO 2008/09 = 21,870 SKIERS/DAY**

	Ecosign Resort Area Standards m²/skier	Existing Floor space m²	Existing Space per Skier m²/skier	Percent of Standard	Theoretical Skiers Served
Staging Facilities					
Ticket Sales	0.014	186.2	0.009	61%	13,359
Public Lockers	0.111	688.5	0.031	28%	6,176
Equipment Rental & Repair	0.093	1,800.6	0.082	89%	19,382
Guest Services / Ski School	0.046	543.1	0.025	53%	11,692
Children's Programs/Daycare	0.046	893.1	0.041	88%	19,227
Sub-total Staging	0.311	4,111.5	0.188	60%	13,211
Commercial Facilities					
Food & Beverage Seating	0.400	6,277.5	0.287	72%	15,694
Kitchen & Scramble	0.186	2,765.3	0.126	68%	14,883
Rest Rooms	0.093	1,585.6	0.073	78%	17,068
Accessory Retail	0.070	1,757.1	0.080	115%	25,218
Sub-total Commercial	0.748	12,385.5	0.566	76%	16,550
Operational Facilities					
Administration	0.093	3,502.2	0.160	172%	37,697
Employee Facilities	0.046	1,929.5	0.088	190%	41,538
First Aid & Ski Patrol	0.033	850.3	0.039	120%	26,150
Sub Total Operational	0.172	6,282.0	0.287	167%	36,551
Total Functional Space	1.231	22,779.0	1.042	85%	18,497
Storage	0.123	1,183.8	0.054	44%	9,613
Mechanical/Circulation/Walls/Waste	0.185	2,226.5	0.102	55%	12,053
Total Skier Service Space	1.539	26,189.3	1.197	78%	17,013

Food Service Seating

Whistler Mountain is currently serviced by a variety of on-mountain food service facilities, ranging from cafeteria style offerings at the Roundhouse, Chic Pea and Raven's Nest to table service provided at Steep's Grill, the GLC and Dusty's. In addition, skiers can come down into Whistler Village to eat at several restaurants in close proximity to the lifts. An inventory of the available seating in restaurants operated by Whistler Mountain was prepared by the Food & Beverage manager and is presented in Table II.16. Currently, Whistler Mountain has 606 indoor seats in the valley and 1,918 indoor seats on the mountain (including the 220-seat lunch facility for children in ski school programs at Olympic Station and the 90-seat lunch facility for children at Creekside). Additionally, there are 609 outdoor seats in the valley and 690 outdoor seats on the mountain that can be used on sunny days. It should be noted that independently operated facilities in the valley such as those snowfront businesses, the Longhorn, Black's and Dublin Gate are not included and would likely double the lunchtime food service capacity in the valley.

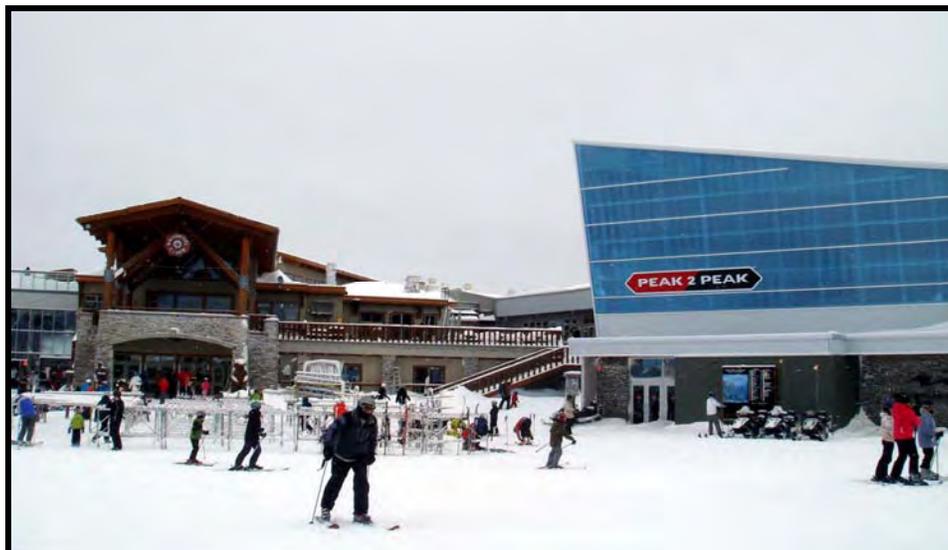
To estimate the theoretical comfortable capacity of these restaurants to provide lunch to skiers, an average "turns per seat" over the typical 2 hour lunch period has been assigned to each facility. These "turns per seat" estimates were provided by Whistler Blackcomb F&B management team based on the type of service provided at each facility. Using these estimates, we calculated that the indoor seating can accommodate 1,146 skiers in the valley (17% of total) and 5,454 skiers on the mountain (83%), while the outdoor seating can accommodate 1,725 on-mountain and 938 in the valley. As the busiest days on Whistler Blackcomb usually occur during the Christmas holidays and President's Week in mid-February, when weather conditions are not typically comfortable enough for outdoor seating, the practical total seating capacity during peak periods is limited to the indoor seats (6,600 total capacity).

Since the alpine SCC accounts for about 85 percent of the mountain's carrying capacity, we would anticipate that of the 14,500 skiers on the peak day, about 12,400 skiers would be skiing on the upper mountain. The 1,918 indoor on-mountain restaurant seats can service 5,454 skiers; only about 44% of the peak business levels. Total indoor food service capacity including facilities in the valley (6,600 skiers) is about 46% of the overall peak day business (14,500). If we include the independently operated food and beverage outlets in Whistler Village that are close to the lifts, this number could perhaps be around 57% (assuming these 3 facilities have an indoor seating capacity of 1,250 people over the lunch period). Even with these facilities included, Whistler Mountain falls quite short of the industry standard which is generally in the 65-75% range (the "Design Day" for food services, which differs slightly from the design day for other skier services). Even with the uncounted Village seats, to meet a "70% Design Day" threshold, Whistler Mountain would

require an additional 950 food service seats (at 3 turns/seat), all located on-mountain. The shortage of upper mountain seating means that the on-mountain restaurants can be uncomfortably crowded on typical weekends during the peak season. Management has taken steps to alleviate the shortage by encouraging skiers to eat lunch outside the peak period of 11:30 a.m. to 1:30 p.m. and scheduling early lunches for ski school programs operating out of the Roundhouse.

**TABLE II.16
WHISTLER MOUNTAIN
EXISTING RESTAURANT SEAT INVENTORY AND ANALYSIS**

WHISTLER	Existing Counted Seats			Turns per Seat Peak Periods		Theoretical Capacity (Skiers) Peak Periods		
	Inside	Outside	Total	Inside	Outside	Inside	Outside	Total
Valley Seats								
Dusty's Bar	288	274	562	1.7	1.2	490	329	819
Dusty's Cafe	68	44	112	3.0	2.5	204	110	314
Whistler Kids Creekside	90	-	90	2.0		180		180
Garbanzo Bike & Bean	-	115	115	3.0	2.5	-	288	288
GLC	160	176	336	1.7	1.2	272	211	483
Valley Total	606	609	1,215	1.9	1.5	1,146	938	2,083
On-Mountain Seats								
Roundhouse Lodge	1,382	450	1,832	3.0	2.5	4,146	1,125	5,271
Steep's	123	62	185	1.7	2.5	209	155	364
Raven's Nest	65	70	135	3.0	2.5	195	175	370
Chic Pea	118	108	226	3.0	2.5	354	270	624
Harmony Tea House	10		220	n.a.	n.a.			
Children's Learning Centre	220	-	220	2.5		550		550
On-Mountain Total	1,918	690	2,818	2.8	2.5	5,454	1,725	7,179
TOTAL WHISTLER	2,524	1,299	4,033	2.6	2.0	6,600	2,663	9,262
BOTH MOUNTAINS	5,016	2,241	7,522	2.7	2.1	13,453	4,719	18,172



Roundhouse Lodge and PEAK 2 PEAK Terminal

.13 Parking and Accommodation

Base Area Accommodation Inventory

The most recent year that the Resort Municipality of Whistler (RMOW) updated its Dwelling Unit and Bed Unit Inventory was 2003. This information is summarized in Table II.17. Several projects that were either undeveloped or under construction at that time have since been completed (Four Seasons, Four Seasons Residences, Pan Pacific Two, Evolution, Nita Lake Lodge). Single family construction has continued with a few houses developed each year in the Kadenwood, Stonebridge, Nita Lake and Lakecrest neighbourhoods. Employee housing has been completed at Nita Lake, Lakecrest and The Lofts in Function. In addition, two large projects that weren't approved in 2004, have since been approved and are under construction; the Olympic Village (Cheakamus Crossing) and Rainbow. Both of these neighbourhoods will contain a mix of resident restricted and market housing.

**TABLE II.17
RMOW DWELLING & BED UNIT INVENTORY – 2003**

	Developed		Undeveloped		Totals	
	Units	Bed Units	Units	Bed Units	Units	Bed Units
Single Family	2,477	14,862	380	2,280	2,857	17,142
Duplex	429	2,518	28	168	457	2,686
Multi-Family	3,771	13,780	22	90	3,793	13,870
Tourist Accommod.	2,399	6,608	497	1,552	2,896	8,160
Pension	141	236	3	6	144	242
Hotel	3,281	6,713	564	1,257	3,845	7,970
Employee/Resident Restricted	1,214	3,720	258	705	1,472	4,425
RV/Campsites	156	228	-	10	156	238
Hostel	275	189	68	34	343	223
RMOW	-	-	7	132	7	132
TOTAL	14,143	48,854	1,827	6,234	15,970	55,088

Source: RMOW Planning Department

Ecosign has prepared the following estimate of the current (2009) Dwelling and Bed Unit Inventory from information available from a range of sources. The Olympic Village and Rainbow neighbourhoods under construction during 2009 are shown as undeveloped in this table. The Fitzsimmons Walk project and the remaining lots at Nicklaus North were also included in the undeveloped category as they were not complete for the 2009/2010 ski season. Most of the remaining undeveloped hotel units are located on the Holburn Tennis Centre site and are in the process of being rezoned for tourist accommodation in the form of townhouses. Table II.18 summarizes the Whistler Dwelling and Bed Unit Inventory at 2009.

**TABLE II.18
WHISTLER DWELLING & BED UNIT INVENTORY – 2009**

	Developed		Undeveloped		Totals		Percentage built of total planned
	Units	Bed Units	Units	Bed Units	Units	Bed Units	
Single Family	2,570	15,420	381	2,286	2,951	17,706	87%
Duplex	441	2,646	16	96	457	2,742	96%
Multi-Family	3,771	13,780	169	790	3,940	14,570	95%
Tourist Accommodation	2,819	6,946	77	1,214	2,896	8,160	85%
Pension	141	236	3	6	144	242	98%
Hotel	3,345	6,933	400	1,037	3,745	7,970	87%
Employee/Resident Restricted	1,324	4,245	696	2,499	2,020	6,744	63%
RV/Campsites	156	228	-	10	156	238	96%
Hostel	275	189	87	144	362	333	57%
TOTAL	14,842	50,623	1,829	8,082	16,671	58,705	86%



Accommodation at Creekside

Skiers from Beds

By making assumptions of bed unit occupancy and skier participation rates, we can estimate the number of skiers generated by the accommodation in Whistler during peak periods. Ecosign's experience at other resorts has provided the following observations which have been used to guide our estimates:

- Even though a hotel room or chalet is rented, not every bed in it may be occupied. For example a house capable of sleeping ten may be rented by a group of seven, or one couple may occupy a hotel room with four pillows.
- Not all of the guests staying at the resort may elect to ski or snowboard on any given day. Some of the guests may be non-skiers along with the family, some may be pursuing another of the many alternative winter activities around the resort and some may not ski because it is the day they are leaving the resort.

Tourism Whistler tracks the occupancy of accommodation units offered for nightly rental through its central reservation system. This tracking system includes hotels, condotels, townhouses, chalets and pension style accommodation that are actively rented. Winter (November 1 to April 30) room nights sold and winter season occupancy rates peaked in the 2000/2001 ski season and have remained relatively flat since then, fluctuating with the snow conditions. The opening of the Four Seasons, Four Seasons Residences, Pan Pacific Two, the condotel projects at Creekside and the Nita Lake Lodge have increased the supply of commercial accommodation units, resulting in lower winter season occupancy rates.

During the period between Christmas and New Year and President's Week (mid February), peak daily unit occupancy rates have been up to 96 percent for the 8,000 rooms/units in Tourism Whistler's commercial accommodation inventory. This information was used as a guide in establishing the bed unit occupancy and skier participation rates for the various property categories, as outlined in Table II.19. With the exception of hotels and pensions, the other unit types can all be either a home for a permanent or seasonal resident, a second home or a vacation rental property. The assumed bed unit occupancy rates must reflect the blend of user categories during peak periods such as Christmas, Presidents' Week and March Break.

**TABLE II.19
PEAK PERIOD OCCUPANCY RATES AND SKIER YIELDS
WINTER 2008/09**

	Hotel Hostel Pension	TA Camp- ground	Multi Family	Single Family Duplex	Resident Restricted
Bed Unit Occupancy Rate	90%	80%	70%	50%	100%
Skier Participation Rate	80%	80%	60%	50%	25%
Skier Yield	72%	64%	42%	25%	25%

Using the skier yields listed above, the number of skiers that can be generated from accommodation within Whistler on a peak day is 21,255 skiers, as shown in Table II.20. The skiers from accommodation in Whistler have been grouped by the location within Whistler that they are staying. For instance, the “south of Creekside” grouping includes Spring Creek, Function Junction, Bayshores, Millar’s Pond, Twin Lakes and the southern properties accessed from Alta Lake Road, whereas “north of Village” includes Montebello, White Gold, Tapleys, Whistler Cay Heights, Barnfield, Nesters, Nicklaus North, Alpine, Emerald and the northern properties along Alta Lake Road. Assuming an additional 5,300 to 7,085 (20 to 25 percent) day skiers arrive from outside Whistler, peak day visitation levels would be in the 26,500 to 28,300 level, consistent with historic peak days. The number of day skiers arriving from outside of Whistler is difficult to estimate. In 1997, Ecosign conducted a lift base survey as part of the RMOW Comprehensive Transportation Strategy (Whistler CTS) project. On a cloudy Saturday in mid February (not the peak day), skiers entering the staging lift queues were asked whether they were day skiers, residents, overnight visitors or second home owners. Nineteen percent of those asked identified themselves as day skiers.

**TABLE II.20
WHISTLER VALLEY ACCOMMODATION SKIER YIELD
PREDICTED BY BED UNIT OCCUPANCY - PEAK DAY - 2008/09 SKI SEASON**

	2009 Developed Bed Units					Skiers
	Hotel Hostel Pension	TA Camp- ground	Multi Family	Single Family Duplex	Resident Restricted	
South of Creekside	34	52	1,474	1,710	1,203	1,405
Creekside	-	1,746	858	1,518	322	1,938
Between Creekside & Village	142	1,062	3,431	3,756	543	3,298
Whistler Village	3,869	585	392	-	-	3,325
Upper Village	1,674	2,652	3,317	282	742	4,552
Village North	1,390	850	1,831	-	29	2,321
North of Village North	249	227	2,477	10,800	1,406	4,416
Totals	7,358	7,174	13,780	18,066	4,245	21,255

Parking

Day skier parking in Whistler is currently provided in three general locations.

1. The Village Day Lots (P1 through P5) are located in the Fitzsimmons Creek floodplain between Blackcomb Way and the creek, as shown on Figure 11a. Lots 1, 2 and a portion of Lot 3 are within a comfortable walking distance of the Whistler Mountain Village staging lifts and the Blackcomb Excalibur and Wizard staging lifts. Lots 4 and 5 are beyond a comfortable skier walking distance to the lifts, however Whistler Blackcomb operate a free shuttle from these lots to the Village transit loop and the Blackcomb Wizard base. Historically these lots were owned by the Province and used by Whistler Blackcomb for the purpose of providing parking to support the ski operations. In 2008, the RMOW took over ownership of the Village lots from the Province with a commitment that the first use of the lots would remain as skier parking followed by parking for the community as a whole. Since Whistler Blackcomb has an obligation to the Province to continue to provide day skier parking, operation of the Village day lots is managed by the ski area and parking revenues are collected by the RMOW.
2. At Creekside, a three and a half level underground parking structure provides 1,268 stalls for skier parking, as shown on Figure 11b. The surface level, as well as a portion of the first underground level contains an additional 164 stalls for short duration commercial parking. The surface level is also used for ski school drop-off, over height vehicles, commercial loading, charter bus parking and a taxi stand. The Creekside parkade is owned and operated by Whistler Blackcomb.
3. On Blackcomb, the ski area has a commitment with the Province and the RMOW to provide 1,500 skier parking stalls. These stalls are currently located on Crown land within Blackcomb Mountain's Controlled Recreational Area at Base II in Lots (P6 through P8), as well as approximately 190 stalls along the road that are used on peak days. Skiers who park at Base II can ski down to the Village to access Whistler Mountain and since the installation of the PEAK 2 PEAK gondola, skiers who park at Creekside can also easily access Blackcomb Mountain.

The existing skier parking lot inventory for the 2008/2009 season is listed in Table II.21. The number of stalls shown reflects the use of parking lot attendants to achieve maximum parking densities. In the summer of 2009, the RMOW paved Lots 1 through 4. The RMOW instituted pay parking on Village Lots 1 through 3 on June 28, 2010.

**TABLE II.21
WHISTLER VALLEY DAY SKIER PARKING
2008/2009**

	Number of Stalls	Average People per Car	Percent Skier Cars	Skiers from Parking
Creekside	1,268	2.5	98%	3,107
Village Day Skier Lots				
Lot 1	250	2.5	80%	500
Lot 2	325	2.5	80%	650
Lot 3	475	2.5	92%	1,093
Lot 4	800	2.5	90%	1,800
Lot 5	350	2.5	90%	788
Sub-total Village	2,200			4,831
Blackcomb Base II				
Lot 6	488	2.5	95%	1,159
Lot 7	416	2.5	98%	1,019
Lot 8	403	2.5	95%	957
Miscellaneous Roadside	193	2.5	95%	458
Sub-total Blackcomb	1,500			3,593
Total Skier Parking	4,968			11,531

.14 Resort Staging Analysis

An analysis of the existing maximum potential base area skier staging capacity has been undertaken for the Central Village Zone and for the Creekside Zone. Figures 11a and 11b illustrate the two areas at current development levels with existing staging lifts and skier walking distance zones. The potential to accommodate overnight guests within skier walking distance or in ski-in/ski-out developments has been calculated for both base staging areas, using information from the 2009 Accommodation Land Use Inventory and the occupancy rate assumptions discussed in Section II.13.

Skier walking distance to valley base staging lifts is one of the most critical design parameters for successful mountain resorts. By locating all services and recreational opportunities within a comfortable walking distance of the accommodation for a majority of resort guests, the requirement for vehicular transportation within the resort is minimized. Similarly parking for recreational users from outside the resort must also be within walking distance to minimize the need for transit. Ecosign has defined “Skier Walking Distance” as the distance someone wearing ski boots and carrying ski equipment can comfortably walk in 10 minutes. Assuming a walking speed of 2.7 km/hr., translates into a distance of 450 metres over level ground. The 450 metre distance is adjusted to account for grade changes by reducing the horizontal walking distance 4 metres for every one metre in vertical rise.

The base area staging analysis calculates the number of skiers the base area can supply to the mountain. For this process, skiers are divided into two groups: “Day Skiers”, who are skiers that originate from outside the area and are coming to ski for one day only, and “Overnight Skiers”, who are skiers generated from accommodation within the resort. Overnight Skiers are further divided into those staying in ski-in/ski-out accommodation close to the lift bases and those who must drive or take public transportation to get to the ski lifts. If overnight skiers use their car to get to the lifts, there will then be less parking available for day skiers from outside Whistler. The base area capacity is the sum of the number of skiers that can arrive at the lifts, coming from accommodation within walking distance of the lifts, plus the number of skiers coming from parking within walking distance of the lifts and from public transportation, shuttle or private vehicle drop-off.

Central Village

In the Central Village Zone (Whistler Village, Village North and Upper Village), there are three skier walking distance zones, as illustrated in Figure 11a, centered around the following staging lifts.

- The Whistler Village Base, with the Whistler Village Gondola and Fitzsimmons Express Quad to Whistler Mountain and the Excalibur Gondola to Blackcomb Mountain and Base 2.
- The Blackcomb Mountain Wizard Base, with the Wizard Express bubble quad chair and the Magic Chair.
- The Excalibur Gondola Mid Station at Base II on the Blackcomb Benchlands.

All of the properties within Whistler Village and most of the properties within Village North are within walking distance of the Whistler Village lifts to Whistler and Blackcomb Mountains. On the Blackcomb Benchlands (Upper Village), several of the properties are either within walking distance of the Wizard Base or are ski-in/ski-out. A free village shuttle operated by the RMOW serves to provide those skiers from Village North and the Upper Village that are beyond walking distance easy access to the lifts by dropping them off at either the Whistler Village transit loop or the Wizard base. On peak days, approximately 9,300 skiers are generated from accommodation within SWD in the Central Village Zone. Although, approximately one-half of day skier Lot 3 and all of Lots 4 and 5 are beyond skier walking distance of the Central Village lift terminals, on busy days, skiers do park here and walk to the lifts or wait for the Whistler Blackcomb shuttle. Data collected during the Whistler CTS suggests that about 20 percent of the skiers staging from the Central Village Zone arrive at the lifts via transit, taxi or private vehicle drop-off.

Creekside

Creekside has been entirely redeveloped in the last ten years, providing a substantial amount of new commercial accommodation right at the lift base in The Legends, First Tracks Lodge and Evolution. The original day skier parking lot was replaced with structured parking as part of this redevelopment. A staging analysis of Creekside is illustrated on Figure 11b. In addition to the properties at the lift base, Gondola Village, a portion of the south end of Nordic Estates and the Beaver Flats employee housing are all within skier walking distance or are ski-in/ski-out. The percentage of skiers arriving by transportation other than private car or walking, is assumed to be 10 percent, as per the results of the Whistler CTS survey.

Base Area Staging Capacity

The theoretical base area staging capacity for the entire Whistler valley using the assumptions for occupancy, skier participation and vehicle occupancy rates discussed previously is approximately 27,730 skiers, as shown in Table II.22. The average staging times for this peak day at Whistler Village and Creekside, assuming the skiers at each location spread themselves evenly among the available lifts is also shown.

Over recent years since the installation of the Fitzsimmons Express, Whistler Mountain has typically captured approximately 55 percent of the skier volume on busy days. Using this assumption, the theoretical capacity of the base area to supply skiers to Whistler Mountain in 2008/09 on Whistler Mountain assuming all beds and parking lots are filled to capacity would be 15,254 skiers. In fact, the busiest day ever experienced on Whistler Mountain was 15,828 skiers on December 30, 2006.

**TABLE II.22
TOTAL WHISTLER VALLEY
THEORETICAL MAXIMUM BASE AREA STAGING CAPACITY
2008/09 SKI SEASON**

	Skiers from Accomm. in Skier Walking Distance	Skiers From Parking	Skiers from Other Trans- portation	Total Staging Skiers	Effective Lift Staging Capacity Skiers/Hour	Staging Time Hour
Creekside	1,938	3,107	561	5,606	1,992	2.81
Central Village Zone	9,279	8,424	4,426	22,128	8,859	2.50
Total	11,217	11,531	4,986	27,734	10,851	2.56

Whistler Blackcomb provided Ecosign with daily records showing the first scans at each staging lift for the past three seasons. This data included staff uploading, as well as skiers. An analysis of the busiest 20 days of each season is illustrated in Table II.23. This analysis shows that the distribution of skiers between the six valley staging

lift access points has been very stable over the past three years with 55 to 56 percent of total skiers on Whistler Mountain, 19 to 20 percent of the skiers staging out of Creekside and the remaining 79 to 80 percent staging from the village.

**TABLE II.23
WHISTLER BLACKCOMB
FIRST RIDE ANALYSIS
2006/07, 2007/08, 2008/09 SEASONS**

Staging Capacity (pph)	WHISTLER MOUNTAIN								BLACKCOMB MOUNTAIN								Total W-B Skier Scans *
	Village Gondola		Fitzsimmons Express		Creekside Gondola		Sub-total Whistler		Wizard Express		Excalibur Village		Excalibur Base II		Sub-total Blackcomb		
	Scans	% of Total	Scans	% of Total	Scans	% of Total	Scans	% of Total	Scans	% of Total	Scans	% of Total	Scans	% of Total	Scans	% of Total	
2006/07	2,244		1,758		2,340		6,342		2,518		2,470		2,470		4,988		
Peak Day	6,663	24%	3,211	12%	5,474	20%	15,348	55%	6,113	22%	3,825	14%	2,521	9%	12,459	45%	27,807
Staging Time (hours)	3.0		1.8		2.3				2.4		2.6		2.6				
Average Top 10	6,509	26%	2,576	10%	4,936	19%	14,021	55%	5,583	22%	4,268	17%	1,587	6%	11,437	45%	25,458
Average Top 15	6,268	25%	2,467	10%	4,725	19%	13,460	54%	5,455	22%	4,316	17%	1,500	6%	11,271	46%	24,731
Average Top 20	6,169	26%	2,387	10%	4,587	19%	13,143	55%	5,279	22%	4,224	18%	1,419	6%	10,921	45%	24,064
2007/08																	
Peak Day	7,516	27%	3,292	12%	5,551	20%	16,359	58%	6,188	22%	4,009	14%	1,594	6%	11,791	42%	28,150
Staging Time (hours)	3.3		1.9		2.4				2.6		2.3		2.3				
Average Top 10	6,540	26%	2,469	10%	5,140	20%	14,149	56%	5,407	21%	4,391	17%	1,426	6%	11,225	44%	25,374
Average Top 15	6,379	26%	2,369	10%	4,852	20%	13,600	56%	5,281	22%	4,206	17%	1,389	6%	10,876	44%	24,476
Average Top 20	6,276	26%	2,228	9%	4,700	20%	13,204	55%	5,179	22%	4,141	17%	1,348	6%	10,668	45%	23,872
2008/09																	
Peak Day	4,289	17%	3,812	15%	5,017	20%	13,118	53%	6,184	25%	4,350	17%	1,331	5%	11,865	47%	24,983
Staging Time (hours)	1.9		2.2		2.1				2.6		2.3		2.3				
Average Top 10	5,564	24%	2,308	10%	5,050	22%	12,922	55%	5,420	23%	3,555	15%	1,512	6%	10,487	45%	23,409
Average Top 15	5,342	24%	2,217	10%	4,763	21%	12,322	55%	5,192	23%	3,431	15%	1,376	6%	10,000	45%	22,322
Average Top 20	5,242	24%	2,058	10%	4,681	22%	11,981	56%	4,972	23%	3,328	15%	1,304	6%	9,603	44%	21,584

* Appears to include staff.

.15 Other On Mountain Recreational Activities

In addition to downhill skiing, Whistler Blackcomb and other independent operators provide a range of other recreational activities within Whistler Mountain's Controlled Recreational Area. Some of these activities are available year round and some are offered on a seasonal basis. Some of these activities have required the construction of permanent facilities such as trails, terrain features, sheds and huts, while many of the activities take place using the existing facilities constructed for the ski area operation. This section of the report provides a brief description of the additional recreational activities currently offered on Whistler Mountain. Figures 12a, 12b and 12c illustrate facilities that have been constructed to support these recreational offerings.

Sightseeing

Sightseers can access Whistler Mountain via the Whistler Village Gondola whenever the lift is running, which is most of the year. During the winter ski season, sightseers have access to the Roundhouse restaurant and observation deck and can take the PEAK 2 PEAK gondola over to Blackcomb to visit the Rendezvous restaurant. In the summer, sightseers have access to a walking and hiking trail system on both mountains. Winter season sightseeing visits have ranged from 38,000 to 49,255 over the past five years, while summer season sightseeing has ranged from 218,000 to 318,000 during the same time period. The installation of the PEAK 2 PEAK coincided with a significant increase in summer sightseeing visits during 2009. Recent sightseeing visitor statistics are provided in the Market section of the report.

Hiking

Whistler Mountain has developed an alpine trail network for hiking that extends out from the Roundhouse and from the top of the Peak chair. The hiking trails are illustrated in red on Figure 12a. The Musical Bumps Trail along the ridge connecting the Piccolo, Flute and Oboe summits joins up with the Singing Pass Trail in Garibaldi Provincial Park. The trail pathways are clearly marked and interpretative signage is provided to enhance the experience. Guests are advised to stay on the trails to protect the sensitive alpine environment. Virtually all hikers use the lifts to get to the mountain top.

Cross Country Mountain Bike Trails

Several cross country mountain bike trails pass through Whistler Mountain's CRA. These are illustrated on Figure 12a. These trails are used freely by the general public. Some of the trails are maintained by the local mountain bike club, Whistler Off-Road Cycling Association (WORCA).

Downhill Mountain Biking

Whistler Blackcomb operates a downhill mountain bike park on Whistler Mountain that is typically open from early May through to Thanksgiving weekend. The mountain bike park is serviced by the Whistler Village Gondola as well as the Fitzsimmons Express and the Garbanzo Express chairlifts. The Whistler Mountain Bike Park contains 50 named trails for all skill classes ranging from easy (green circle) to expert (double black diamond). The mountain biking trails are shown in Figure 12a and the mountain bike park is shown in more detail in Figure 12b. In addition to trails, the mountain bike park contains many natural and man made features such as bridges, jumps and table tops. Many of the features are constructed on the lower slopes of the mountain each spring at the end of the ski season and removed prior to the first snowfall in the fall. Visits to the mountain bike park have almost doubled from 62,260 in 2003 to 123,530 in 2009. New trails have been added each summer to keep pace with the growing demand.



Whistler Mountain Bike Park

Mountain Ecology Bear and Wildlife Viewing Tours

During the summer season, wildlife viewing tours are offered on Whistler and Blackcomb mountains. These tours are guided by local black bear researcher Michael Allen. Guests are transported around the mountain to bear viewing areas in four wheel drive vehicles traveling on the mountain access roads.

Guided Mountaineering and Hiking

The Whistler Alpine Guides Bureau and Coast Mountain Guides offer summer alpine activities on Whistler Mountain including rock climbing tours, via ferrata, wilderness hikes, glacier walks, rock scrambling, mountaineering courses, etc. The Whistler Alpine Guides Bureau offers guided winter backcountry skiing tours leaving from the top of Whistler Mountain that take guests into the backcountry beyond the CRA. The Whistler Alpine Guides Bureau has had 725, 981 and 879 guests taking part in these activities in 2009, 2008, and 2007 respectively (on both Whistler and Blackcomb combined). Coast Mountain Guides has had 224, 362 and 527 guests taking part in these activities in the last 3 years.

Ziptrek Ecotours

Ziptrek Ecotours operates several zip lines and a tree trek tour along the south side of Fitzsimmons Creek. Their facilities overlap the boundary between Whistler and Blackcomb Mountain's CRA, with facilities on both sides of the boundary, as shown in Figure 12a. Their facilities consist of bridges and platforms in the tree canopy up to 50 metres above the ground with 10 zip lines extending between some of the tree platforms. The longest zip line is over 600 metres. Ziptrek's tours are available all year long. In 2008/09 Ziptrek did about 70,000 tours.



Ziptrek's Tree Trek Tour Facilities

Geocaching

Whistler Geocaching Adventures offers an outdoor treasure hunt using GPS. Participants use a GPS receiver or other navigational techniques to hide and seek containers called geocaches. A typical cache is a small waterproof container containing a logbook and a “treasure”. Whistler Geocaching Adventures had 37 guests in the summer of 2009.

Snowshoe Tours and Dogsledding

Outdoor Adventures offers snowshoe tours and dogsledding tours in various areas within Whistler Mountain’s CRA that do not conflict with the ski area operation.

Snowmobile Tours

In the spring, if Whistler Mountain closes to skiers before Blackcomb Mountain does, Canadian Snowmobile Adventures will offer snowmobile tours on Whistler Mountain.

.16 Area Facilities Balance

Throughout the previous sections, we have inventoried all of Whistler Mountain’s existing facilities and subsequently analyzed the daily capacity of the following operational elements: lifts, trails, skier service buildings, food service, accommodation and parking. We have prepared a graphic representation of the overall area facilities balance in Plate II.9, which portrays an area that may be somewhat unbalanced. As shown in the graph below, the highest peak day ever was 15,828 with an average of the top 15 days at about 11,800 in the last 5 years. Although, the highest day ever experienced was over 15,800 skiers, the normal peak day in the last 10 years is in the range of 14,000-14,500.

As shown in Plate II.7, both the lift capacity and trail capacity are in excess of the peak day, meaning that skiers should have quite a comfortable experience, as long as the entire mountain is open on those particular days. Unfortunately, the peak day exceeds the calculated SCC when the upper mountain is closed due to weather, a frequent occurrence, or a lack of snow such as in the first 1/3 of the 2008/09 season (Mode 2 SCC = 13,500). The calculated SCC when the lower mountain is closed due to lack of snow (Mode 3 SCC = 15,520) is quite close to the peak day visit levels.

As shown, overall built space for skier services is at about 10,800 skiers, which is about 1,000 skiers short of the design day (11,800 skiers per day), although there are specific facilities that have adequate floorspace. As described in detail previously,

restaurant seats are in significant shortage with overall indoor seats only able to serve 6,600 skiers comfortably, including only 5,454 on-mountain, a significant shortage.

Base area staging essentially matches the peak days, with maximum staging for the entire valley at 27,666 (equivalent to the peak days experienced at both mountains). Whistler's share is approximately 15,200 skiers, very close to the peak days experienced in the last few years.

Whistler Mountain's staging capacity over a 2.5 hour period is adequate to stage the average of the top 15 busiest days over the past 5 seasons. Approximately 8 to 10 days per season staging times exceed Whistler Blackcomb's service goal of 2 hours, however, on a peak day there is enough lift capacity to stage all skiers within about 2.4 hours on average (although it is significantly higher on the Village Gondola and significantly shorter on the Fitzsimmons Express due to skier's preference for the weather protected direct route of the gondola).

WHISTLER MOUNTAIN AREA FACILITIES BALANCE

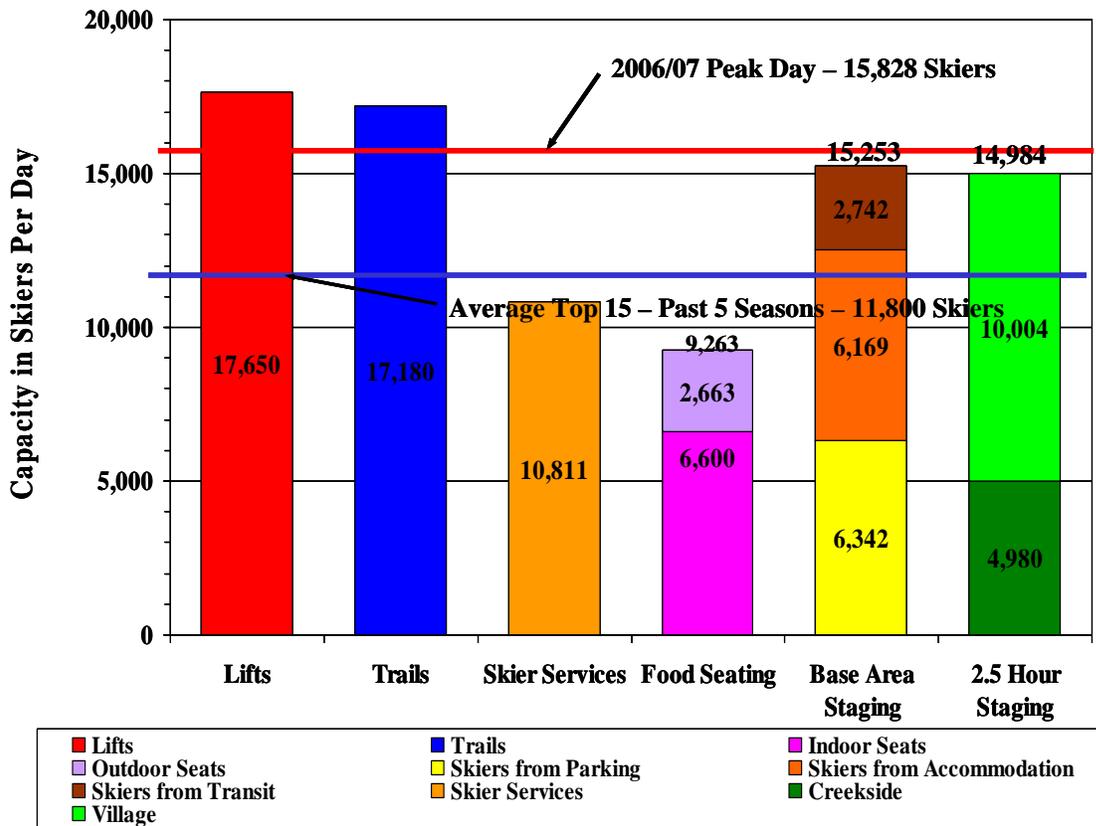


PLATE II.7

III. MARKET

.1 Classification of Winter Sport Sites

Ecosign utilizes the British Columbia Government's system of classification of mountain resort types as outlined in the "All Season Resort Guidelines". The mountain resorts fall into one of the following classifications:

- a) Community Facility
- b) Regional Facility
- c) Destination Facility

The following section is a list of site development characteristics common to each of the above classifications.

a) Community Mountain Resort

- Serves the local population
- Focused on weekend use and local needs
- No overnight accommodation

b) Regional Mountain Resort

- Serves both local and regional populations
- Is entirely focused on regional use and local needs
- Has a limited number of beds, the majority of which are privately owned, low-key developments (i.e. cabins and cottages as compared to hotels and second homes)

c) Destination Mountain Resort

- Serves local, regional and destination enthusiasts with an emphasis on catering to destination need and services
- Offers a unique and truly special mountain experience
- Provides a wide range of tourist facilities, for a total resort experience where lift-serviced skiing and snowboarding (although still the priority) are no longer the only attractions.
- International airport within a two to three hour drive.
- Significant bed base in close proximity to lifts and trails, including publicly available commercial beds (approximately 40 - 60 % in close proximity to ski lifts and trails and other resort amenities), private bed subdivisions (approximately 30 – 50 %), and resident-restricted employee housing (approximately 10 – 20 %).

Whistler and Blackcomb Mountains are part of the Whistler Resort complex and form the largest destination resort in Canada.

.2 North American Ski Industry Overview

United States

The sport of skiing had its primary economic take-off point in the post World War II period. While the physical plant and participation in the sport grew moderately during the 1950's, the 1960's ushered in an explosive era of ski development in North America, which centered in the Northeast Corridor, the Rocky Mountains and the West, with participation growing in excess of 15 percent per annum. While the North American average annual growth rate has leveled off, some regions continue to experience growth. Industry analysts have suggested that these growth regions (i.e. Colorado, California, Utah and British Columbia) have sustained their positive growth patterns through continued resort development; thereby substantiating the tenet that in winter snow sliding sports, supply creates demand. Other identifiable growth stimulators within the sport of skiing include: population growth; technological improvements of ski lifts, equipment, clothing, and slope grooming techniques; the parabolic or shaped skis, snowboarding, snow tubing, airline deregulation and co-operative packaging of lifts, equipment, transportation and accommodation, thus creating a “total resort experience”.

Total U.S. skier visits for the 2007/08 season set an all time record of 60.5 million. This record number of visits represented an increase of 9.9 percent from the 55.1 million visits recorded during the 2006/07 season and a 2.7 percent increase from the previous record of 58.9 million visits in 2005/06.

The increase in skier visits was the result of many factors including:

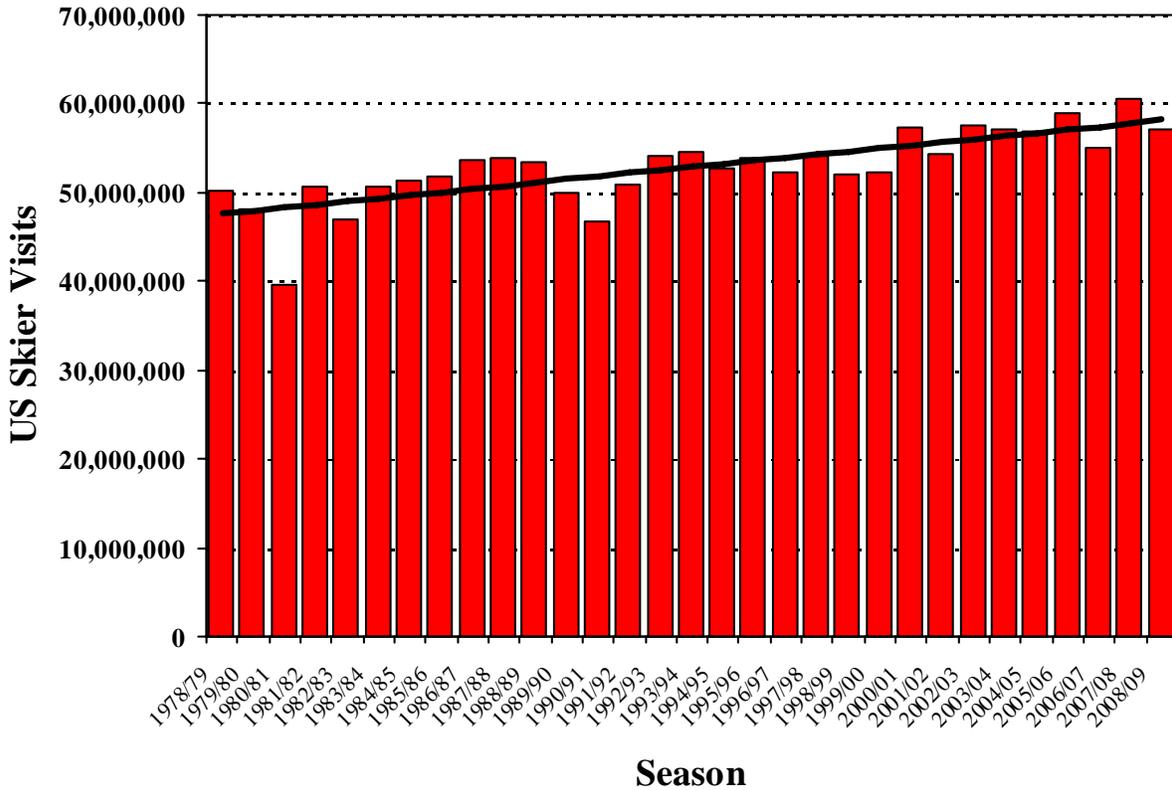
1. Average number days of operation increased
2. Abundant snowfall, critical timing of snowfall
3. Fewer mid season closures
4. Increase in international visitors

This record breaking increase occurred, even with the uncertainty in the economic and travel environment, suggesting a possible resilience of the ski industry and its customer base. Improved marketing may have also played a role in capitalizing on the favourable weather and snow conditions. Plate III.1 graphically illustrates the historic total skier visitation in the U.S.A. for the seasons 1978/79 through 2008/09.

Skier visits for 2008/09 were down approximately 5.5 percent from the previous season's record high. Despite the global economic woes, skier visits for the past season were still the fifth highest total on record. Favourable weather and timely

snow fall events were two factors in the apparent resilience of the industry to worldwide issues and challenging times for operators.

**TOTAL SKIER VISITS
UNITED STATES**



Source: Kottke National End of Season Survey Report 2008/09
PLATE III.1

Canada

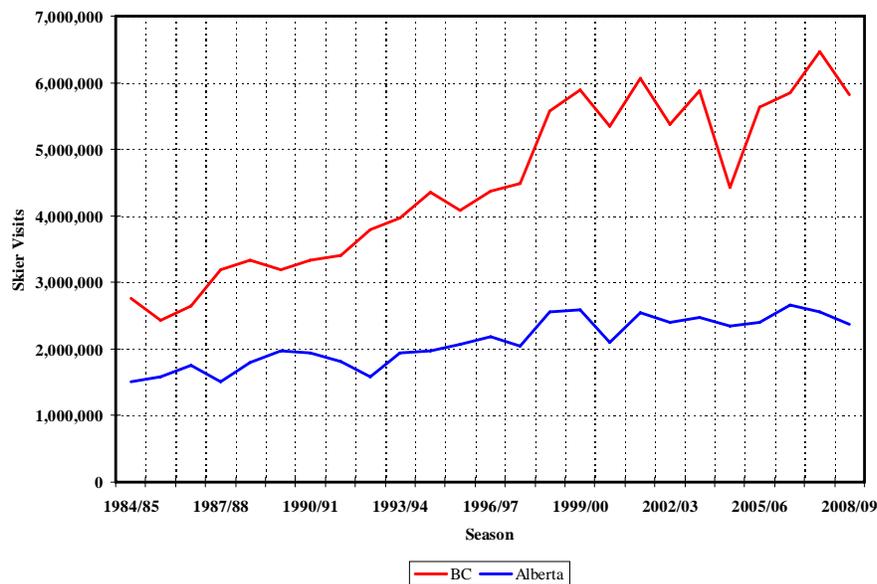
In Western Canada, the British Columbia skiing industry grew at an annual rate of 6.1 percent since the 1984/85 season, as summarized in Table III.1 and graphically illustrated in Plate III.2. British Columbia’s ski areas have aggressively expanded and improved their ski areas, assisted by favourable government policy and financial programs. Between 1998 and the season ending in 2008, British Columbia’s visitation increased 44 percent to a record 6.47 million skier visits. By contrast, Alberta’s ski industry had mixed results during the same period, with an average annual compound growth rate of only 3.9 percent. While visitation in Alberta improved between 1985 and 1990, skier visits were flat up to 1995. From 1995 to 2000, Alberta experienced a dramatic increase in skier visitation up to 2.59 million, the highest number ever recorded. Alberta visitation has fluctuated between 2.1 and 2.66 million visits since that time.

**TABLE III.1
RECORDED ANNUAL SKIER VISITS
BRITISH COLUMBIA & ALBERTA – 1984/85 TO 2008/09**

Ski Season	ALBERTA				BRITISH COLUMBIA				TOTAL			
	Total Skier Visits	% Annual Change	No. of Areas	Average Visits/Area	Total Skier Visits	% Annual Change	No. of Areas	Average Visits/Area	Total Skier Visits	% Annual Change	No. of Areas	Average Visits/Area
1984/85	1,509,819		13	116,140	2,761,018		33	83,667	4,270,837		46	92,844
1985/86	1,576,787	4.4%	16	98,549	2,428,277	-12.1%	33	73,584	4,005,064	-6.2%	49	81,736
1986/87	1,754,774	11.3%	19	92,357	2,647,636	9.0%	33	80,231	4,402,410	9.9%	52	84,662
1987/88	1,508,373	-14.0%	22	68,562	3,196,148	20.7%	36	88,782	4,704,521	6.9%	58	81,112
1988/89	1,801,521	19.4%	19	94,817	3,337,428	4.4%	26	128,363	5,138,949	9.2%	45	114,199
1989/90	1,964,072	9.0%	19	103,372	3,185,277	-4.6%	33	96,524	5,149,349	0.2%	52	99,026
1990/91	1,934,512	-1.5%	21	92,120	3,333,774	4.7%	33	101,023	5,268,286	2.3%	54	97,561
1991/92	1,808,541	-6.5%	26	69,559	3,406,732	2.2%	40	85,168	5,215,273	-1.0%	66	79,019
1992/93	1,574,129	-13.0%	25	62,965	3,796,096	11.4%	39	97,336	5,370,225	3.0%	64	83,910
1993/94	1,939,191	23.2%	22	88,145	3,965,999	4.5%	38	104,368	5,905,190	10.0%	60	98,420
1994/95	1,967,308	1.4%	27	72,863	4,350,369	9.7%	36	120,844	6,317,677	7.0%	63	100,281
1995/96	2,069,838	5.2%	24	86,243	4,078,667	-6.2%	40	101,967	6,148,505	-2.7%	64	96,070
1996/97	2,191,540	5.9%	25	87,662	4,371,136	7.2%	39	112,080	6,562,676	6.7%	64	102,542
1997/98	2,040,011	-6.9%	23	88,696	4,483,660	2.6%	38	117,991	6,523,671	-0.6%	61	106,945
1998/99	2,559,237	25.5%	26	98,432	5,575,734	24.4%	40	139,393	8,134,971	24.7%	66	123,257
1999/00	2,589,100	1.2%	29	89,279	5,897,900	5.8%	38	155,208	8,487,000	4.3%	67	126,672
2000/01	2,100,937	-18.9%	24	87,539	5,340,115	-9.5%	40	133,503	7,441,052	-12.3%	64	116,266
2001/02	2,549,316	21.3%	29	87,907	6,065,818	13.6%	39	155,534	8,615,134	15.8%	68	126,693
2002/03	2,397,456	-6.0%	28	85,623	5,370,335	-11.5%	36	149,176	7,767,791	-9.8%	64	121,372
2003/04	2,473,456	3.2%	28	88,338	5,885,213	9.6%	38	154,874	8,358,669	7.6%	66	126,647
2004/05	2,335,773	-5.6%	26	89,837	4,433,803	-24.7%	35	126,680	6,769,576	-19.0%	61	110,977
2005/06	2,402,793	2.9%	25	96,112	5,635,429	27.1%	35	161,012	8,038,222	18.7%	60	133,970
2006/07	2,662,913	10.8%	27	98,626	5,845,331	3.7%	37	157,982	8,508,244	5.8%	64	132,941
2007/08	2,564,176	-3.7%	26	98,622	6,470,743	10.7%	45	143,794	9,034,919	6.2%	71	127,252
2008/09	2,368,809	-7.6%	24	98,700	5,826,405	-10.0%	43	135,498	8,195,214	-9.3%	67	122,317

Source: Canada West Ski Areas Association

**RECORDED ANNUAL SKIER VISITS
BRITISH COLUMBIA & ALBERTA - 1985 TO 2009**



Source: Canada West Ski Areas Association

PLATE III.2

Canadian skier visits as reported to the Canada Ski Council for the last 4 years are listed in Table III.2. Quebec has consistently had the most visits of any province in Canada, followed by British Columbia. The 2007/08 season recorded a record visitation of over 20.56 million visits. The poor early season snow conditions in the west and the recession nationwide resulted in a decrease in visits for the 2008/09 ski season down to 18.7 million.

**TABLE III.2
CANADIAN SKIER/SNOWBOARDER VISITS 2005/06 TO 2008/09**

PROVINCE	2005/06	% Change	2006/07	% Change	2007/08	% Change	2008/09	% Change
B.C./Yukon, Heliski	5,857,000	21.4%	5,300,000	-10.5%	6,622,000	20.0%	5,916,000	-11.9%
Alberta	2,403,000	2.8%	2,450,000	1.9%	2,564,000	4.4%	2,368,000	-8.3%
Prairies	215,000	-5.1%	181,000	-18.8%	242,000	25.2%	236,000	-2.5%
Ontario	3,488,000	-0.4%	3,267,000	-6.8%	3,551,000	8.0%	3,423,000	-3.7%
Quebec	6,761,000	-6.0%	6,345,000	-6.6%	7,085,000	10.4%	6,233,000	-13.7%
Atlantic	462,000	-14.5%	438,000	-5.5%	501,000	12.6%	510,000	1.8%
TOTAL	19,186,000	4.3%	17,981,000	-6.7%	20,565,000	12.6%	18,686,000	-10.1%

Source: Canadian Ski Council Sept. 2009

Summary

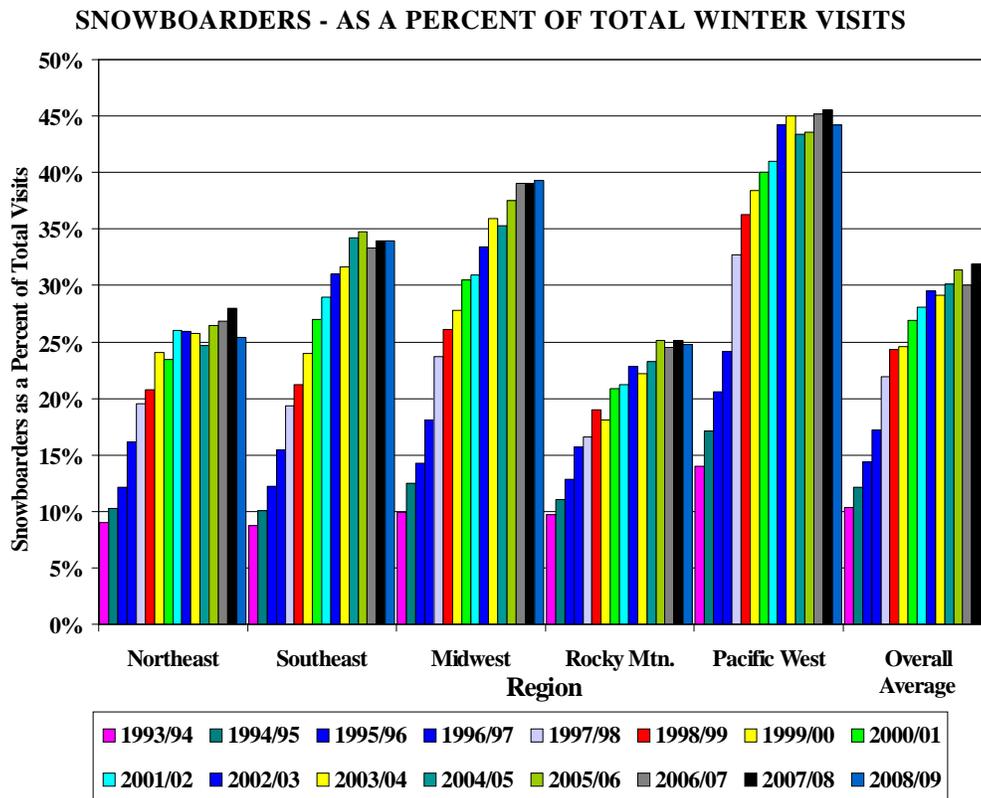
In conclusion, the ski industry has been impacted by global economics, travel patterns and different health crises. However, the core participants are passionate about the sport but are aware of the recession and its effects on recreation and leisure time, as well as the costs.

- Global health concerns may also impact the skier visitation for regional and destination travelers.
- Sensitivity to value is at its highest, with many resorts offering reductions in ticket prices.
- Generally, there is renewed optimism but substantial uncertainty remains.
- Marketing opportunities are huge for those resorts and ski areas near large metropolitan areas. Creative marketing emphasizing loyalty and value is needed.
- Destination markets remain the biggest challenge.
- As the Baby Boom ages, the ski industry faces many challenges in the future to maintain current levels of resort visitation, let alone finding markets for continued growth.

.3 Snowboarding

The initial popularity and growth of snowboarding during the 1980’s and 1990’s had a significant impact on many components of winter resort area operations. Snowboarding, initially viewed by many as a counter culture or alternate anti-establishment activity for mainly the younger, skateboarding crowd, has shown a substantial growth over the past 25 years. The increase in participation was due primarily to interest from the young generation (77 percent of participants are between the ages of 13 and 24).

Plate III.3 illustrates the change in the extent of snowboarding participation between 1993/94 and 2008/09. The initial growth rate of snowboarding rose steadily over first 10 years that it was tracked as part of the Kottke End of Season Survey, but has plateaued over the past seven seasons. The growth in snowboarding, although slowing, is still projected to increase to an average of about 35 percent from the current 30 percent. Snowboarding participation varies from region to region, with the Pacific West consistently showing the highest rate of participation at 45.5 percent for the 2007/08 season. As aging baby boomers gradually leave the sport, they are likely to be replaced by younger participants who are snowboarders. At the same time, however, some snowboarders are switching over to “twin” tipped skis. Snowboarding as a proportion of total visits for the 2008/09 season was 30.4 percent.



Source: Kottke National End of Season Survey Report 2008/09
PLATE III.3

.4 Historic Skier/Summer Visitation

Whistler and Blackcomb Mountains experienced substantial growth since their inception. Over the last 7 years, the growth in winter visitation has stabilized with two distinct dips in the visitation in 2004/05 and 2008/09 due to weather and/or economic conditions, as illustrated in Plate III.4. Winter and summer visits for the last five seasons are listed in Tables III.3, III.4 and III.5. The PEAK 2 PEAK Gondola and the favourable weather in the summer of 2009 has resulted in a significant increase in the summer sightseeing business.

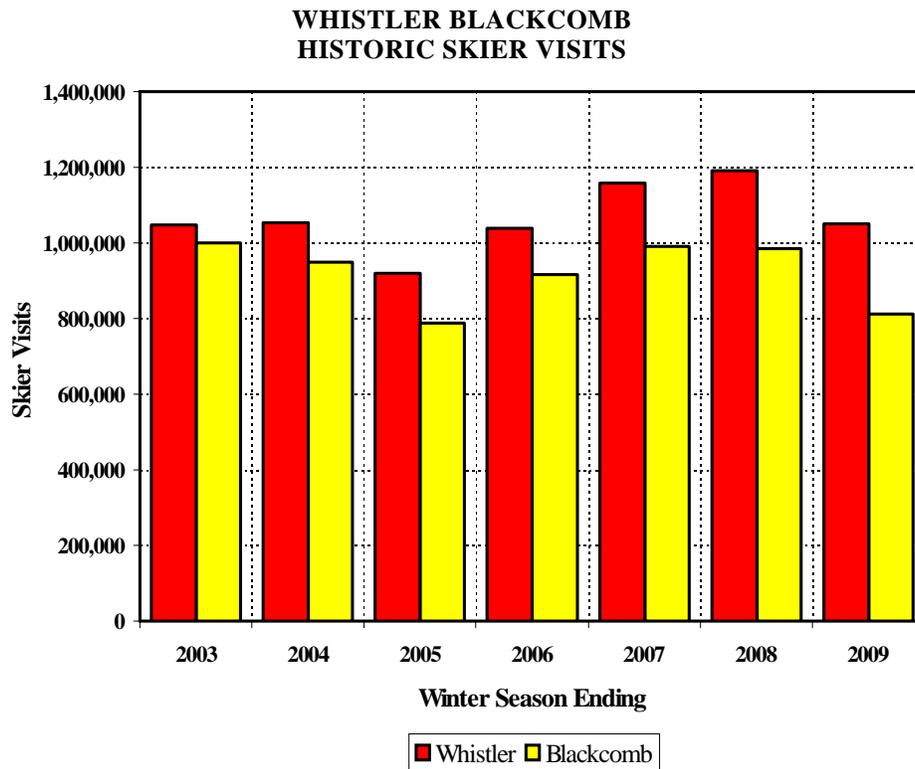


PLATE III.4

**TABLE III.3
WHISTLER MOUNTAIN VISITATION
SEASONS ENDING 2003-2009**

Season Ending	Winter			Spring/Summer				TOTAL		
	Skier	Sightseer	Total	Sightseer	Skier	Bike	Total	Skier	Bike	Sightseer
2003	1,048,026	35,319	1,083,345	200,487	70,680	62,256	333,423	1,118,706	62,256	235,806
2004	1,053,595	37,214	1,090,809	191,694	43,398	77,337	312,429	1,096,993	77,337	228,908
2005	918,265	40,287	958,552	201,516	28,993	90,648	321,157	947,258	90,648	241,803
2006	1,039,832	49,255	1,089,087	230,552	27,620	98,065	356,237	1,067,452	98,065	279,807
2007	1,159,020	40,218	1,199,238	182,894	-	102,088	284,982	1,159,020	102,088	223,112
2008	1,192,240	37,750	1,229,990	180,065	-	110,831	290,896	1,192,240	110,831	217,815
2009	1,050,154	43,149	1,093,303	274,896	13,761	123,532	412,189	1,063,915	123,532	318,045

**TABLE III.4
BLACKCOMB MOUNTAIN VISITATION
SEASON ENDING 2003-2009**

Season Ending	Winter		Total	Spring/Summer		TOTAL	
	Skier	Sightseer		Skier	Sightseer	Skier	Sightseer
2003	1,000,887	3,873	1,004,760	2,277	21,269	1,003,164	25,142
2004	950,744	3,001	953,745	3,107	29,557	953,851	32,558
2005	788,411	3,045	791,456	2,335	10,437	790,746	13,482
2006	916,235	6,610	922,845	2,097	21,091	918,332	27,701
2007	991,821	10,471	1,002,292	21,547	25,553	1,013,368	36,024
2008	985,276	10,091	995,367	21,929	29,243	1,007,205	39,334
2009	811,838	5,890	817,728	40,108	-	851,946	5,890

**TABLE III.5
WHISTLER BLACKCOMB COMBINED
SEASON ENDING 2003-2009**

Season Ending	Winter			Spring/Summer				TOTAL			
	Skier	Sightseer	Total	Skier	Sightseer	Bike	Total	Skier	Bike	Sightseer	TOTAL
2003	2,048,913	39,192	2,088,105	72,957	221,756	62,256	356,969	2,121,870	62,256	260,948	2,445,074
2004	2,004,339	40,215	2,044,554	46,505	221,251	77,337	345,093	2,050,844	77,337	261,466	2,389,647
2005	1,706,676	43,332	1,750,008	31,328	211,953	90,648	333,929	1,738,004	90,648	255,285	2,083,937
2006	1,956,067	55,865	2,011,932	29,717	251,643	98,065	379,425	1,985,784	98,065	307,508	2,391,357
2007	2,150,841	50,689	2,201,530	21,547	208,447	102,088	332,082	2,172,388	102,088	259,136	2,533,612
2008	2,177,516	47,841	2,225,357	21,929	209,308	110,831	342,068	2,199,445	110,831	257,149	2,567,425
2009	1,861,992	49,039	1,911,031	53,869	274,896	123,532	452,297	1,915,861	123,532	323,935	2,363,328

An analysis of the distribution of skier visits for Whistler Mountain is presented in Plate III.5. Since the installation of the Fitzsimmons Chair in 1999, which provided a second staging route out of Whistler Village, skier visits on Whistler Mountain on the busiest days have increased. Whistler Mountain's peak day was over 15,800 skiers. Over the last 5 years, the average of the top 15 busiest days on Whistler Mountain is 11,800 skiers and the 10,000 skier visit level is exceeded an average of 21 days per season.

Plate III.6 presents an analysis of the distribution of skier visits for the two mountains combined. The Peak Day ever experienced was approximately 27,400 skiers while the average Peak Day over the last 5 seasons is 25,500 skiers. The Average Top 15 days over the past 5 seasons is 21,900 skiers.

**WHISTLER MOUNTAIN
SKIER VISIT DISTRIBUTION ANALYSIS
1998/99 TO 2008/09**

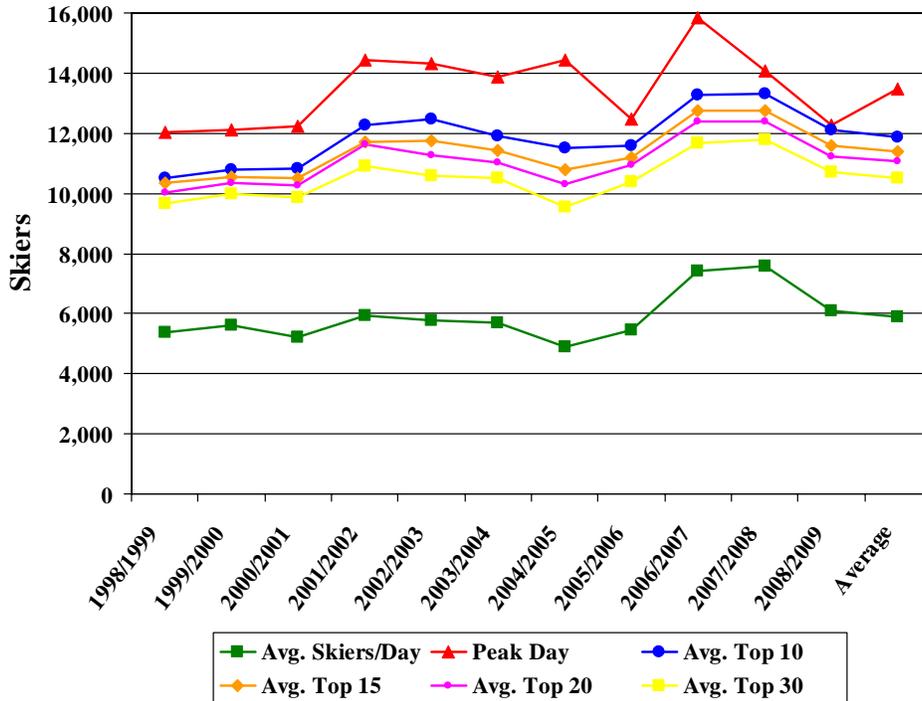


PLATE III.5

**WHISTLER BLACKCOMB
SKIER VISIT DISTRIBUTION ANALYSIS
1998/99 TO 2008/09**

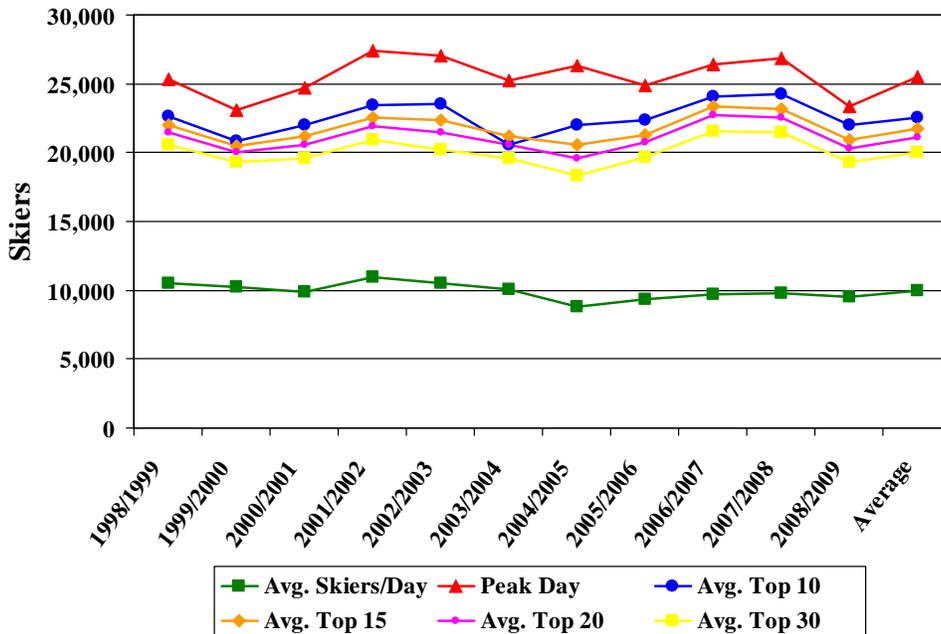


PLATE III.6

The growth in skier visits over time is due to a combination of an increase in both day skiers and overnight destination skiers. This increased growth over time reflects increases in lift capacity, public and private accommodation capacity, day skier parking and improvements to the Sea to Sky Highway.

.5 Historic Skier Carrying Capacity

The daily Skier Carrying Capacity (SCC) in the Whistler valley has grown steadily since Whistler Mountain's inception in 1965 and the addition of Blackcomb Mountain in the 1980/81 ski season with continued increases on each mountain up to the current combined capacity of approximately 33,260 skiers per day. We have documented the Skier Carrying Capacity over the last 33 years in Table III.6 and graphically illustrated the capacity in Plate III.7.

A significant increase in Skier Carrying Capacity took place when Blackcomb Mountain installed their first three high speed, detachable grip, quadruple chairlifts in 1987/88, followed by Whistler installing the Village Gondola in 1988/89. In the summer of 1989, Blackcomb installed the Jersey Cream Express, Crystal Chair and the Showcase T-Bar for the 1989/90 ski season. The old Creekside four-passenger gondola and Olive and Red double chairlifts were replaced by the Redline and Quicksilver express quad chairlifts on Whistler Mountain for the 1991/92 season. Blackcomb installed the Glacier Express in 1992/93.

Further increases in capacity occurred when Blackcomb installed the Excalibur Gondola and the Excelsior Express quad and Whistler replaced the Blue Chair with the Harmony Express in 1994/95. The Quicksilver was closed due to an accident in 1996 and then replaced with a 6-passenger gondola the following year.

In 1998, both the Redline and Green Chair were upgraded to Doppelmayr grips and stations. The following year the Peak Chair was replaced with a detachable grip quadruple chairlift and a triple chairlift was installed in the Franz's Chair alignment. In 2000, the Garbanzo and Fitzsimmons detachable quadruple chairs were installed to increase the capacity out of the Whistler Village. In the season ending 2006, the Symphony detachable quadruple chair was installed in the high alpine to increase the upper mountain ski capacity. Finally, in the season ending 2009, the PEAK 2 PEAK Gondola was installed to connect both Whistler and Blackcomb mountain alpine zones.

**TABLE III.6
WHISTLER BLACKCOMB
HISTORIC SKIER CARRYING CAPACITY**

Season Ending	Lift Upgrades	WHISTLER		BLACKCOMB		TOTAL SCC
		SCC	%	SCC	%	
1977	Poor Snow Year	4,760	100%		0%	4,760
1978	Whistler adds capacity	5,650	100%		0%	5,650
1979	Poor Snow Year	5,650	100%		0%	5,650
1980		5,650	100%		0%	5,650
1981	* Blackcomb Opens, Whistler constructs northside access	8,713	70%	3,746	30%	12,459
1982		8,713	70%	3,746	30%	12,459
1983	Blackcomb adds Jersey Cream Triple Chair	8,713	65%	4,660	35%	13,373
1984		8,713	65%	4,660	35%	13,373
1985		8,713	65%	4,660	35%	13,373
1986	Blackcomb adds 7th Heaven T-bar	8,713	63%	5,038	37%	13,751
1987	Whistler installs Peak Chair	9,713	66%	5,104	34%	14,817
1988	* Blackcomb installs Wizard, Solar Coaster & 7th Heaven Express Quads and Horstman T-bar.	9,713	50%	9,610	50%	19,323
1989	Whistler installs Whistler Village Gondola	10,339	52%	9,610	48%	19,949
1990	Blackcomb installs Jersey Cream Express Quad, Crystal Triple Chair and Showcase T-bar, Whistler installs Green Express Quad	11,880	51%	11,578	49%	23,458
1991		11,880	51%	11,578	49%	23,458
1992	* Whistler installs Quicksilver and Redline Express Quads	13,270	53%	11,578	47%	24,848
1993	Blackcomb installs Glacier Express Quad	13,270	50%	13,174	50%	26,444
1994		13,270	50%	13,174	50%	26,444
1995	* Blackcomb installs Excalibur Gondola & Excelsior Express Quad Whistler installs Harmony Express Quad	14,350	50%	14,340	50%	28,690
1996	Whistler's Quicksilver is closed after accident in December 1995	13,340	48%	14,340	52%	27,680
1997	Whistler replaces Quicksilver with Creekside Gondola	14,300	50%	14,340	50%	28,640
1998	Whistler replaces Green and Redline with Emerald Express and Big Red	14,300	50%	14,340	50%	28,640
1999	Whistler replaces Peak with Express Quad, installs Franz's Triple	15,060	51%	14,340	49%	29,400
2000	* Whistler adds Fitzsimmons and Garbanzo Quad Chairs	16,820	54%	14,340	46%	31,160
2001		16,820	54%	14,340	46%	31,160
2002		16,820	54%	14,340	46%	31,160
2003		16,820	54%	14,340	46%	31,160
2004		16,820	54%	14,340	46%	31,160
2005		16,820	54%	14,340	46%	31,160
2006	Whistler adds Symphony Lift	17,650	55%	14,340	45%	31,990
2007		17,650	55%	14,340	45%	31,990
2008		17,650	55%	14,340	45%	31,990
2009	Peak 2 Peak Gondola opened December 12, 2008	17,650	55%	14,340	45%	31,990

* Represents major increase in capacity of lift staging out of valley

WHISTLER BLACKCOMB SKIER CARRYING CAPACITY

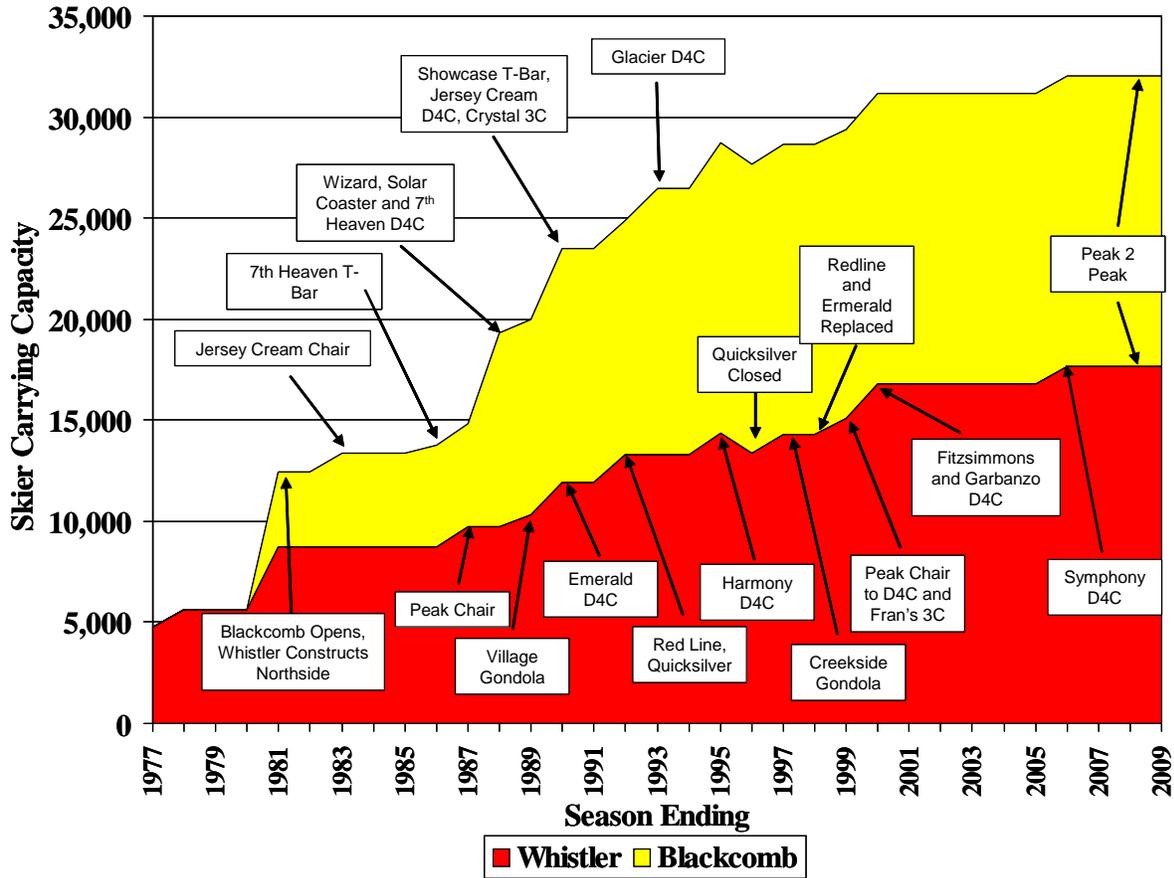


PLATE III.7

We have analyzed the relationship between Skier Carrying Capacity and skier visitation. Our analysis has revealed a strong relationship between the Skier Carrying Capacity and the total valley skier visitation, with the linear regression analysis coefficient of determination (r^2) of 0.945. Historically, demand in skier visitation has responded to increases in supply. The ski industry is somewhat unique, in that demand (skier visitation) generally follows, rather than leads supply (mountain capacity). This relationship holds true for Whistler Resort, as illustrated in Plate III.8. The analysis confirms the need for adequate Skier Carrying Capacity to maintain growth in skier visitation. It is important that the mountains continue to provide adequate capacity to ensure a high quality experience for guests; especially in light of the increasingly competitive environment within the North American market.

**WHISTLER BLACKCOMB
SKIER CARRYING CAPACITY VERSUS SKIER VISITS**

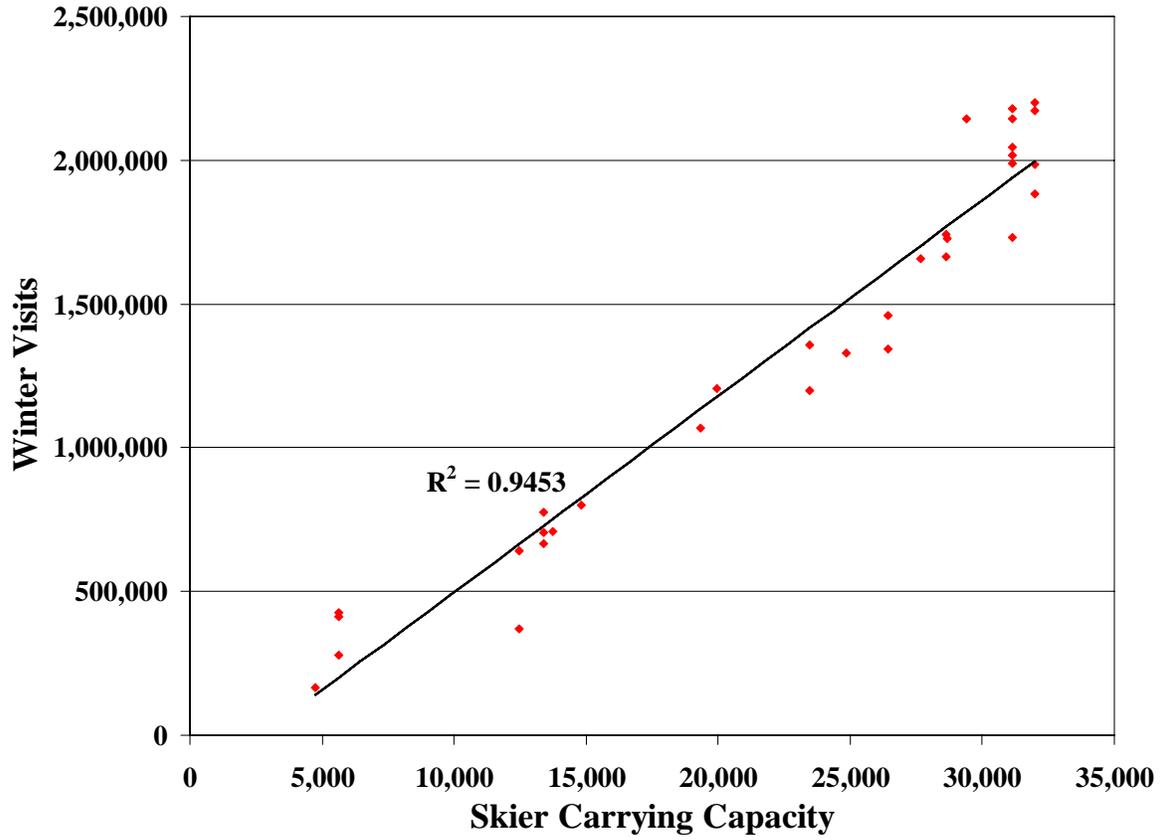


PLATE III.8

IV. DEVELOPMENT ANALYSIS

The purpose of the development analysis section is to blend the information and/or constraints identified in the inventory section with acceptable ski industry planning and design parameters. Specifically, the constraints imposed by climate (natural snowpacks, wind, solar exposure), surficial geology (depth to bedrock, potential hazards, high water table) and visual quality objectives have “shrunk” the overall size of the potential development area.

.1 Mountain Design Analysis

Accurate topographic mapping is a prerequisite for good mountain planning. During the technical assessment phase, the planning team utilized topographic mapping at a scale of 1:5,000 with 5 metre contour intervals. The topography and planimetry is based on aerial photography taken in 2000, with some small edits made to the planimetry using 2006 aerial photography obtained from the RMOW. The 1:5,000 map encompasses approximately 5,250 hectares, covering the existing ski area and potential expansion areas south of Fitzsimmons Creek.

Utilizing the newly prepared 1:5,000 topographic mapping, the most critical analysis map for the ski area design and evaluation process was prepared: the Slope Analysis Map (Figures 13a and 13b). This map delineates the areas that can be negotiated by the various skier ability levels, as well as areas that are considered too flat or too steep for the skiing public. The natural slope gradients were carefully measured and colour coded into the following five classifications:

Slope Gradients	Colour	Type of Skiing
0 - 8%	white	flats, marginal skiing
8 - 25%	green	beginner and novice skiing
25 - 45%	yellow	intermediate skiing
45 - 70%	blue	advanced and expert skiing
70% +	red	extreme skiing, safety zones

These maps were then utilized in the evaluation of the terrain and play a critical role in developing conceptual alternatives.

.2 Terrain Capacity Analysis

We have analyzed the natural terrain within the Whistler Mountain Study Area which possesses good ski potential to accurately establish the area's overall ski development potential.

The Terrain Capacity Analysis Map graphically illustrates major terrain “pods” within the Study Area which possess good potential for ski development. The pods were selected by consulting the Slope Analysis Map and observing the following criteria:

- continuous fall line skiing from top to bottom
- suitable upper and lower lift terminal locations (e.g., 0.2 hectares less than 25 percent slope)
- good slope continuity to allow interesting skiing from top to bottom for one or more skier ability levels
- natural slope gradients primarily greater than eight percent and less than 70 percent

Within each terrain pod, the upper and lower points are joined to establish the total vertical rise, horizontal distance, straight line slope and steepest 30 metre vertical pitch. The total pod area was measured and the terrain available for trail development was calculated. The above data comprises the inputs to our ski terrain capacity computer program. The final program input is a judgement which identifies the “primary” skier skill classification for each terrain pod. The program outputs are as follows:

SKI TERRAIN - net developable ski terrain within the pod. It varies between 35 and 75 percent of the usable terrain within the pod depending on topography, vegetation and previous development in the pod.

TOTAL SKIERS - in pod at acceptable skier densities.

DEMAND VTM (000) - vertical transport metres required to service the total skiers.

LIFT CAPACITY/HR. - the net hourly lift capacity necessary to maximize the development of each pod.

The Terrain Capacity Analysis Map and program printout (Table IV.1) provide a reliable indication of the maximum development potential of each pod, the shelter and base terrain required to support the buildout of the mountain, and the lift capacity necessary to balance with the terrain.

The terrain in the Whistler Mountain Study Area includes 24 pods suitable for ski development covering 2,060 hectares. These pods have a potential of supporting approximately 30,100 skiers on 1,088 hectares of developed terrain, as shown in Table IV.1.

**TABLE IV.1
WHISTLER MOUNTAIN
TERRAIN CAPACITY ANALYSIS**

Terrain Pod	Top Elevation m.	Bottom Elevation m.	Total Vertical m.	Horizontal Distance m.	Slope Distance m.	Average Slope %	Skill Class	Skier Density/Ha.	VTM Demand/Day	Total Area Ha.	% Ski Terrain Available	Available Ski Terrain	Total Skiers	Demand VTM (000)	Lift Capacity.Hr.
A	1,027	679	348	1,540	1,579	23%	3	40	2,825	75.2	35%	26.3	1,050	471	1,353
B	1,058	1,018	40	340	342	12%	1	50	940	5.9	75%	4.5	220	33	821
C	1,145	1,024	121	740	750	16%	2	50	2,120	11.6	75%	8.7	440	148	1,224
D	1,364	895	469	1,680	1,744	28%	5	30	5,085	91.1	50%	45.6	1,370	1,106	2,358
E	1,349	653	696	2,160	2,269	32%	5	30	5,085	101.0	40%	40.4	1,210	977	1,403
F	1,677	1,297	380	1,210	1,268	31%	5	30	5,085	73.2	40%	29.3	880	710	1,869
G	1,679	1,044	635	1,890	1,994	34%	5	30	5,085	138.8	50%	69.4	2,080	1,679	2,644
H	1,842	1,418	424	1,820	1,869	23%	3	40	2,825	97.5	50%	48.7	1,950	874	2,062
I	1,854	1,579	275	1,160	1,192	24%	4	40	3,770	54.2	50%	27.1	1,080	646	2,350
J	1,846	1,417	429	1,490	1,551	29%	4	40	3,770	80.5	50%	40.3	1,610	963	2,246
K	2,006	1,742	264	1,040	1,073	25%	3	40	2,825	39.0	75%	29.2	1,170	525	1,987
L	2,170	1,453	717	1,650	1,799	43%	6	15	5,935	96.7	60%	58.0	870	820	1,143
M	2,180	1,743	437	1,020	1,110	43%	7	20	8,475	58.7	60%	35.2	700	942	2,155
N	2,101	1,399	702	2,420	2,520	29%	6	15	5,935	180.5	75%	135.4	2,030	1,912	2,724
O	1,987	1,497	490	1,390	1,474	35%	6	15	5,935	79.1	60%	47.5	710	669	1,365
P	2,115	1,733	382	1,030	1,099	37%	7	20	8,475	60.7	60%	36.4	730	982	2,571
Q	2,040	1,622	418	1,520	1,576	28%	4	40	3,770	105.6	75%	79.2	3,170	1,897	4,538
R	1,840	1,529	311	1,210	1,249	26%	4	40	3,770	58.6	75%	44.0	1,760	1,053	3,387
S	2,010	1,700	310	970	1,018	32%	6	15	5,935	79.5	75%	59.6	890	838	2,705
T	1,966	1,405	561	1,600	1,696	35%	5	30	5,085	75.5	50%	37.8	1,130	912	1,626
U	1,635	944	691	1,740	1,872	40%	6	15	5,935	119.3	35%	41.7	630	594	859
V	931	654	277	1,060	1,096	26%	3	40	2,825	25.1	40%	10.0	400	179	648
W	1,456	890	566	1,860	1,944	30%	5	30	5,085	140.9	35%	49.3	1,480	1,195	2,111
X	1,830	1,018	812	2,390	2,524	34%	5	30	5,085	211.9	40%	84.8	2,540	2,050	2,525
TOTAL			10,755		36,608					2,060.2		1,088.4	30,100		48,672

The Terrain Capacity Analysis also provides an indication of the general balance of the developable terrain. The Terrain Pod Balance Statement (Table IV.2 and Plate IV.1) reveals that the natural terrain at Whistler Mountain is fairly well balanced with noticeable shortages of terrain in the beginner and novice skill classifications and a significant surplus of terrain in the high intermediate skill classification. The detailed design of new trails will incorporate terrain at various skill classifications and will attempt to ensure a ski area with trails well balanced with Whistler's skier market.

**TABLE IV.2
WHISTLER MOUNTAIN
TERRAIN POD BALANCE STATEMENT**

Skill Classification	Hectares	Skiers	Balance	Ideal
1 Beginner	4.5	220	0.7%	5%
2 Novice	8.7	440	1.5%	10%
3 Low Intermediate	114.3	4,570	15.2%	20%
4 Intermediate	190.6	7,620	25.3%	30%
5 High Intermediate	356.5	10,690	35.5%	20%
6 Advanced	342.2	5,130	17.0%	10%
7 Expert	71.6	1,430	4.8%	5%
Total	1,088.4	30,100	100%	100%

Optimum Density =	31.5 Skiers/Hectare
Weighted Demand =	4,641 VTM/Skier/Day

**WHISTLER MOUNTAIN
TERRAIN POD BALANCE**

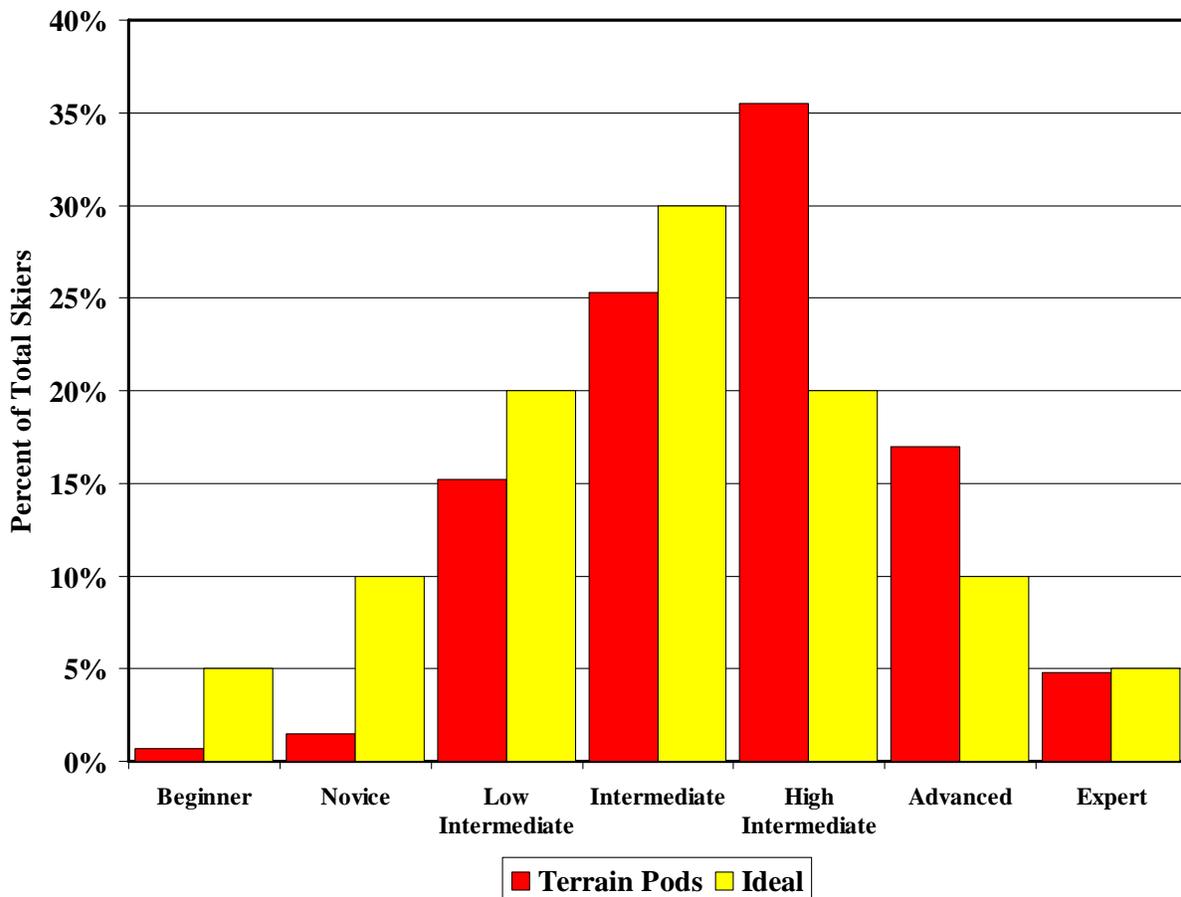


PLATE IV.1

.3 Future Whistler Valley Land Use

The growth in population, annual skier visits, visitor room nights and peak days predicted in studies carried out for the Resort Municipality of Whistler (RMOW) in the late 1990's, have for the most part not been realized. Although construction of the remaining undeveloped market beds in the Whistler village area and at Creekside has occurred, Tourism Whistler has not reported a corresponding increase in the number of sold room nights over the winter season. Paid winter season room nights peaked in 2000/2001 and have fluctuated with economic and snow conditions since then. The permanent resident population grew from 8,300 in 1997 to 9,900 in 2004 and has remained relatively constant ever since. Whistler's workforce grew from 12,500 full time equivalents (FTE) in 1998/99 to about 14,500 FTE in 2003/04 and has fluctuated up and down within a 500 FTE range since then.

Accommodation

The RMOW accommodation inventory that lists developed and undeveloped dwelling units and bed units by subdivision according to the Official Community Plan was updated for the Inventory section of this report. There are no significant undeveloped parcels within the Central Village Zone or at Creekside. All of the approved development within skier walking distance of the lifts has been completed. The only remaining commercial accommodation to be developed is on the Holburn Lands (tennis centre) located between Village North and Montebello. The current owner is in the process of rezoning these lands from hotel to tourist accommodation with the intent of building market townhouses.

The two large projects currently under construction are the Olympic Village and the Rainbow neighbourhood. The current phase of the Olympic Village will be completed and turned over to individual owners in the fall of 2010. There is potential on the site for further development however, this has not been included in the current forecasts. The Rainbow neighbourhood will likely take 2 to 5 years to complete. Above Rainbow, a development parcel referred to as Baxter Creek has received planning approval for 48 single family homes and 42 townhouses. Although many of the first phases of 23 lots have been sold, no homes are under construction. Also undeveloped are a few single family lots in most of the subdivisions, as well as in the Kadenwood, Stonebridge, Lakecrest and Nita Lake developments. The estimated total number of dwelling units in Whistler at buildout is approximately 16,700, as shown in Table IV.3. These units would contain approximately 58,700 bed units. Not included in these totals is the RMOW owned parcel between the existing Alpine subdivision and Baxter Creek that could be developed for employee housing in the future, the First Nations' land in the Callaghan valley, and several RR1 zoned sites within Whistler that don't currently have bed units associated with them.

**TABLE IV.3
WHISTLER VALLEY DWELLING UNITS & BED UNITS
BUILDOUT**

	Totals	
	Units	Bed Units
Single Family	2,951	17,706
Duplex	457	2,742
Multi-Family	3,940	14,570
Tourist Accommodation	2,896	8,160
Pension	144	242
Hotel	3,745	7,970
Employee/Resident Restricted	2,020	6,744
RV/Campsites	156	238
Hostel	362	333
TOTAL	16,671	58,705

Using the peak day bed unit occupancy and skier participation rates discussed in the Inventory section and outlined below in Table IV.4, the number of skiers expected to be generated from accommodation within Whistler Valley on a peak day at buildout is approximately 24,450, as shown in Table IV.5. Adding in day skiers from outside of Whistler (Pemberton to the north and Squamish and the lower mainland to the south), at the rate of 20 to 25 percent of total skiers, as well as destination and weekend visitors who are on the first day of their trip (5 to 10 percent of all skiers), we anticipate peak day skier visit levels in the 32,600 to 37,400 level. Of these, only about 12,830 skiers (less than 40 percent) will be coming from accommodation either within skier walking distance of one of the existing valley staging lifts or on the free village shuttle route (shaded green in Table IV.5), leaving between 19,800 and 24,780 skiers needing to drive or take public transit to reach the lifts.

**TABLE IV.4
PEAK DAY OCCUPANCY RATES AND SKIER YIELDS**

	Hotel Hostel Pension	TA Camp- ground	Multi Family	Single Family Duplex	Resident Restricted
Bed Unit Occupancy Rate	90%	80%	70%	50%	100%
Skier Participation Rate	80%	80%	60%	50%	25%
Skier Yield	72%	64%	42%	25%	25%

**TABLE IV.5
 SKIERS FROM WHISTLER VALLEY ACCOMMODATION AT BUILDOUT
 PEAK DAY OCCUPANCIES**

	Developed Bed Units at Buildout					Skiers
	Hotel Hostel Pension	TA Camp- ground	Multi Family	Single Family Duplex	Resident Restricted	
South of Creekside	344	62	1,634	2,328	2,312	2,134
Creekside	-	1,746	858	1,836	322	2,017
Between Creekside & Village	176	1,104	3,487	4,092	543	3,457
Whistler Village	3,869	585	392	-	-	3,325
Upper Village	1,674	3,491	3,317	288	946	5,142
Village North	1,390	889	1,831	-	29	2,346
North of Village North	1,092	521	3,051	11,904	2,592	6,025
Totals	8,545	8,398	14,570	20,448	6,744	24,446
<i>Day Skiers from Outside Whistler - 20 to 25% of all skiers</i>					6,519 to 9,402	
<i>Weekend & Destination Skiers on First Day of Trip - 5 to 10% of all skiers</i>					1,630 to 3,761	
Total Skiers					32,595 to 37,609	

V. MOUNTAIN FACILITIES

.1 Goals and Objectives

The Whistler Mountain Master Plan Update 2010 is an update of the Whistler Mountain Master Plan 1998. This update is required due to changes in the destination ski resort industry, the evolving needs of skiers coming to Whistler Blackcomb advances in lift technology, and the requirement from the Province of British Columbia to provide an updated plan that both documents all the improvements to the ski area that have taken place since the last Master Plan was submitted and provides a revised vision for the ski area going forward.

Since the last Master Plan Update in 1998, overall skier visits at Whistler Blackcomb have increased substantially, from 1.7 million during the 1996/97 season to almost 2.2 million during the 2001/02 and 2007/08 seasons, fluctuating somewhat during those years. Although skier visits for the 2008/09 season were slightly lower because of a below normal snowpack, high avalanche danger and the global economic crisis, Whistler Blackcomb still received around 1.9 million skier visits. From the inception of Blackcomb in 1980 until their big expansion in 1987, Whistler was the dominant player with over 60 percent of the combined visits. After Blackcomb expanded, they took over the majority of skier visits until after Intrawest purchased Whistler in 1997 and made a concerted effort to move the larger proportion of skiers to the larger Whistler Mountain. Since the construction of the Fitzsimmons Express, Whistler has attracted between 54 and 57 percent of the total skier visits on a daily basis.

Within Whistler, heavier traffic has also become a concern with the Whistler Village Gondola occasionally exceeding comfortable staging capacity and the Village core and the Resort Municipality approaching “buildout”. Common ownership of both Blackcomb and Whistler Mountains has provided an opportunity for the two mountains to work together more effectively and new facilities can be directed towards both mountains in a strategic manner to optimize the customer experience and attract more skiers to the resort. The opening of the PEAK 2 PEAK Gondola in December 2008 has allowed skiers to move easily between the alpine areas of the two mountains.

The Master Plan includes the retrofitting of existing equipment, integrated with the addition of new terrain and facilities. The objectives of the Whistler Mountain Master Plan are as follows:

- Optimize the use of and operational efficiency of the existing physical plant.

- Balance lift and trail capacities.
- Provide maximum capacity for minimum capital and operating costs.
- Balance mountain capacity with skier services.
- Replace or retrofit aging equipment.
- Provide base staging areas in balance with mountain facilities.
- Each phase of development must provide an optimally balanced facility, while at the same time move toward the ultimate goal.
- Retain plan flexibility to respond to changing market demands and technological improvements.
- Define the ultimate planning goals to guide management and inform public agencies during the ensuing five to ten-year period.

The following section presents descriptions of the proposed installation of new equipment and the upgrading of older facilities. We have utilized a number and letter code to indicate the type of lift installations proposed. The coding is illustrated below:

MC	Moving Carpet Conveyor Lift
T-Bar	T-bar Surface Lift
3C	Triple Chairlift – Fixed Grip
4C	Quadruple Chairlift – Fixed Grip
D4C	Detachable Quadruple Chairlift
D4C-B	Detachable Quadruple Chairlift with Bubble
D6C	Detachable Six-Passenger Chairlift
D8C	Detachable Eight-Passenger Chairlift
D6C/8G	Combi Lift; Six Chair and Eight-Passenger Gondola
D6G	Detachable Six-Passenger Gondola
D8G	Detachable Eight-Passenger Gondola
D10G	Detachable Ten-Passenger Gondola
3S	3 Cable Gondola (PEAK 2 PEAK Gondola)

The major lift construction during the last 10 years was on Whistler Mountain, with the installation of the Fitzsimmons and Garbanzo chairs in 1999, the Symphony Express in 2006 (also expanding the skiable terrain) and the installation of the PEAK 2 PEAK Gondola in 2008, which now connects Whistler Mountain to Blackcomb Mountain. Whistler Blackcomb management has undertaken a detailed review of

events since the last major expansion phase, as well as the needs for the future. The general conclusions are discussed below.

a). Operations

Over the last 20 years, Whistler Mountain has successfully replaced many of its old ski lifts with new technology lifts in the form of detachable quadruple chairlifts for return cycle skiing and six and eight-passenger gondolas for access. Whistler's lift configuration, as of November 2010, consists mostly of the new technology lifts, although there are still 2 fixed grip chairlifts (Olympic and Franz's) and two T-Bars which range in age from 44 years (T-Bar 1) to 23 years (Franz's – installed using old Peak Chair equipment).

Since the last Master Plan was prepared in 1998, Whistler Mountain has replaced the Roundhouse and the skier service buildings in the Creekside base with new, impressive and more efficient buildings, as well as constructed the Chic Pea mountain restaurant. Although the new facilities have added to the skier capacity and the skier experience, they can still be overcrowded on busy days and the analysis in the Inventory section shows that there is still a pressing need for more on-mountain indoor restaurant seats to accommodate the existing levels of skier visits.

b). Market

Skier visitation at Whistler Mountain has increased substantially substantially, from 577,647 during the 1990/91 season to almost 1.2 million in 2006/07 and 2007/08. Combined skier visits at Whistler Blackcomb exceeded the 2 million mark for the first time in 1998/1999 with the highest number of visits occurring in 2007/08 at just under 2.2 million. With the increased accommodation capacity constructed since 1998 and the remaining outstanding approved development potential within the RMOW, skier visits could reach the 2.8 million mark with a return to historic accommodation occupancy levels. An increase to 2.8 million skiers would be almost a 36 percent increase over the average visit level of the last 4 years and a 27 percent increase over the 2007/2008 season. To maintain and improve the skier experience at Whistler, the skier capacity must increase at an equal or faster pace than the anticipated increase in skier visits.

To maintain and improve the skier experience at Whistler, the skier capacity must increase at an equal or faster pace than the anticipated increase in skier visits. Since Blackcomb Mountain is very close to buildout in terms of available terrain capacity, much of the needed increase in capacity will likely occur at Whistler Mountain. The resort as a whole and Whistler Mountain in particular, must maintain and improve its attractiveness for all market segments to meet guest's increasing expectations. It is considered that all skiers, in particular local and regional skiers,

desire more terrain and terrain variety, as well as improved skier service facilities and easier access to the mountain. Competition for destination skiers is fierce with new and improved products coming on line in Colorado, Utah, California, Oregon and elsewhere in British Columbia. Whistler Blackcomb must compete with these regions in value, quality, service and amenities.

c). Ski Terrain

Whistler Mountain presently requires more beginner, intermediate and high intermediate terrain to improve the overall ski terrain balance. Whistler Mountain (and Blackcomb Mountain) is well known for the quality and extent of expert and “double black diamond” terrain, which should also be maintained. Improved access to these areas should also be undertaken, wherever possible. At the same time, a good balance between the lift and trail systems must be maintained. To improve the overall skiing experience, small renovations to trails may be necessary in many different areas over the years, ranging from regrading to widening, etc.

A reorganization of skier service spaces and operations facilities will also be needed as operational changes are made to respond to the need for a high quality guest experience. Figure 14a graphically illustrates the Whistler Mountain Master Plan at buildout.

Whistler Mountain still has three major areas which can be exploited to increase terrain extent and variety, namely:

- Flute Peak and Basin
- Whistler Westside/Southside including Bagel Bowl and Khyber Pass areas
- Infilling between Emerald and Harmony Chairs

.2 General Concept

Since the 1998 Master Plan was filed, Whistler Mountain has completed the lift and skier service work proposed for Phase 12, and certain portions of the lift, trail and skier service work proposed for Phases 13, 14 and 15. Lifts installed include the Peak Express D4C, Franz’s 3C, Fitzsimmons Express D4C-B, Garbanzo Express D4C, Symphony Express D4C and the PEAK 2 PEAK Gondola linking the two mountains. Significant trail development in the Garbanzo and Symphony zones was also completed in conjunction with the lift construction. Skier service improvements include replacement of the Roundhouse restaurant in 1998, redevelopment of the Creekside base area starting in 2002 (including a new guest services area, children’s ski school facility and a restaurant/bar) and the construction of the Chic Pea restaurant in 1999. With the consolidation of the two mountains, the facility beside the Longhorn (now known as the Garbanzo Bike & Bean or Essentially Blackcomb)

also came under Whistler's control and provides guest services, coffee shop, accessory retail, rentals, etc. There are also several rental and retail outlets near the base of the lifts in the Village and Upper Village that are operated by Whistler Blackcomb.

Future plans for Whistler Mountain include adding new lifts and trails in Symphony Bowl (on Flute Mountain) and on the west and south flanks of the mountain, as well as upgrading several existing lifts, improving existing trails and adding more access capacity. Beginner zones will be expanded and renovated to improve the experience for learning skiers, both enrolled in ski school and learning on their own. As part of the future of Whistler Mountain, management has also expressed a desire to increase the quality of the recreation experience (fewer lift lines, better ski school experience, more restaurant space, etc.) in conjunction with increasing the quantity of skiing as required by increases in skier visitation in the future. In addition, the size of the mountain ensures that weather conditions are quite varied at different elevations and exposures on the mountain, meaning that operations and the popularity of any given lift can differ quite drastically on any busy day of the season.

In addition to the new or replacement lifts outlined in this Master Plan, existing lifts will need to be replaced as they reach the end of their service life. All lift installations or replacements will be with state of the art lift technology that will best integrate with the overall mountain operation. In the following section, the Master Plan is described and divided into an anticipated three major phases of development, as illustrated on Figure 14a. However, the phasing of new lifts or lift upgrades may differ from that outlined in this report as Whistler Blackcomb reacts to changing market needs for additional terrain or additional lift capacity in certain areas.

- Phase 15 Upgrade and expand the current skier learning facilities in and around Olympic Meadows, upgrade the Emerald and Harmony lifts and add the Yellow Express (adding capacity to improve skier circulation in the two most popular zones on the mountain).
- Phase 16 Increase the staging capacity out of Creekside Base, replace Franz's Chair and the T-bars, and expand lift service into Bagel Bowl.
- Phase 17 Continue development of the Westside for return cycle skiing, increase skier access and build more lift capacity in Symphony Bowl. Construct two new base areas on the southside/westside of the mountain to take the pressure off the Village and Creekside portals.

In addition to the new lifts and trails, Whistler Blackcomb may choose to add additional "snow play" structures similar to the existing Tree Fort. These ski to play

structures nestled in the trees can add a sense of adventure and discovery for children in ski school and for families skiing with small children.

The Master Plan Summary as shown in Table V.1 and graphically illustrated on Figure 14a, lists the facilities anticipated in each phase of development including lift development, trail development and skier service buildings (operational buildings and infrastructure not included). It should be noted that market forces, equipment technology, availability of capital, company strategies, etc., may alter the order that facilities are constructed, similar to the situation following previous Master Plans.

**TABLE V.1
WHISTLER MOUNTAIN
SKI AREA DEVELOPMENT SUMMARY**

Phase	Lifts Installed	Trails	Restaurants/ Base Lodges
15	Replaced/Upgraded Lifts: Lift I(R) - Olympic Combi Lift - D4C/8G - 2000pph Lift D(R) - Harmony Upgrade - D8C - 4000pph Lift F(R) - Emerald Upgrade - D6C - 3200pph New Learning Center at Top of Kadenwood Lift New Lifts: Lift P- Yellow Chair - D4C - 2800pph Olympic Meadows Reconfiguration (including new beginner lifts)	Olympic Chair Regrading Olympic Meadows Reconfig. Yellow Chair Trail Infill Learning Center Trail Mountain-wide Minor Trail Regrading & Widening	Raven's Nest Expansion WASP Facility at Olympic Olympic Restaurant CLC Expansion Piccolo Restaurant & Lodge Symphony Restaurant Peak Mountain Top Restaurant Patrol Huts
16	New Lifts: Lift L -Orange Gondola - D8G - 2200pph Lift T - D4C - 2800pph Lift U - Bagel Bowl Express (S) - D6C - 3200pph New Learning Center at Top of Orange Lift Replaced/Upgraded Lifts: Lift K(R) - Franz's Express - D4C - 2800pph	Finale & Bagel Bowl Trails Learning Center Trails Mountain-wide Minor Trail Regrading & Widening	Orange Restaurant Orange Beginner Facility and/or WMSC hut replacement Bagel Top Restaurant Bagel Bowl Restaurant Symphony Base Restaurant Bagel Bowl Patrol Hut
17	New Lifts: Lift Oa - Flute Express - D6C - 3200pph or Lift Ob - Flute Shoulder - D4C - 2800pph Lift M - Robertson's - 3C or 4C - 2000pph Lift W - Big Timber Gondola - D8G - 2400pph Lift V - Kyber Express - D4C - 2400pph Lift X - Access Gondola - D8G - 2800pph Lift Y - Whistler South - D6C - 3200pph Lift Z - Whistler South - 4C - 1800pph New Learning Center at Whistler South	Flute Trails Westside Trails Southside Trails Egress Trail to Cheakamus Mountain-wide Minor Trail Regrading & Widening	Flute Peak Patrol Hut Expand Bagel Bowl Restaurant Whistler South Base Daylodge Cheakamus Base Daylodge

Ski Lifts

Over time, the last of the older lifts on Whistler Mountain will be replaced with detachable grip lifts and the remaining fixed grip chair(s) will be used for one time egress purposes. Even 'newer' detachable lift equipment may need to be replaced as it reaches the end of its service life. Replacement lifts on the lower mountain will be gondolas or chairs equipped with a cover or bubble to protect skiers from inclement weather experienced from time to time at the lower elevations. Since the master plan

extends over a long period of time, lift technology will surely evolve and market trends and demand will shift, therefore, the master plan must remain flexible. As a consequence, the detailed phasing of the ski lifts may well change to reflect changes in technology or market conditions.

.3 Phase 15

Lifts

The Olympic Meadows area at the 1,000-metre elevation is the best and most popular beginner area in the entire resort, however it fills beyond capacity on some days and is missing some “micro-steps” in learning progression. Therefore, a reconfiguration of the lifts and terrain in this area is proposed to better serve the ski school and beginner skier progression. More small beginner lifts and the appropriate trails will be developed to provide the best learning experience possible. Modifications will include moving and adding small lifts such as moving carpets, handle tows, platters, etc., as well as reconfiguring the entire Olympic chair zone as described below.

The Olympic chair (Lift I) is proposed to be upgraded to a Combi Lift (combination detachable chairlift and gondola cabins) in a similar location. The top terminal will be moved slightly downhill and to the skiers’ right to provide more separation from the skier traffic coming down the Upper Olympic trail onto the It Happens trail. The bottom terminal will also be moved slightly eastward to make space for the skier traffic and for the expansion of moving carpets in this zone used for teaching adults. The exact site plan will be determined when arrangement of the entire learning area is designed for construction. Trails in this area will need significant regrading to make the area more suitable for providing slopes with a natural progression for learning, as currently there are portions of the existing trails that are either too flat or too steep for the anticipated uses. Adjacent to the new Olympic lift, two trails with different slope gradients and character are proposed so that two separate levels of skiers are able to use this terrain. The creation of a bypass route for end of the day egress from the upper mountain that does not interfere with the beginner zone is proposed along the skiers’ right side of the existing trail.

The Whistler Village Gondola (Lifts A & B) was originally installed in 1988 with 10-passenger cabins to provide direct access from the Village to the Roundhouse area. Because of its high use year round for skiers, bikers and sightseers, it was recently in need of renewal and in the summer of 2008, most of the running line equipment was replaced. While this upgrade had no perceptible effect for the guests, the equipment now has improved availability and will be reliable for many years to come. This equipment renewal also provides the option to replace the existing stand up gondola cabins in the future with 8-passenger sit-down cabins. With new cabins,

a rated capacity of 2,800 pph could be achieved, which is slightly higher than the existing 2,640 pph. Whistler Blackcomb plans to perform the cabin upgrade in the near future.

Since its installation in 1994, the Harmony Express (Lift D) has been one of the most popular lifts on the mountain and provides one of the best skier experiences available for those in the intermediate to expert skill classes. Even when the line-ups in this zone approach 30 minutes, the trails seem uncrowded, indicating that there is ample opportunity to increase the lift capacity in this zone without overcrowding the trails (also supported by the lift and trail capacity calculations listed in the Inventory section). Access into Symphony Bowl is currently provided by the Harmony and Peak Express Chairs which are two of the three most popular lifts on the mountain. With so many people wanting to return cycle ski on these lifts, little capacity is left over to transport 2,930 skiers to fill the Flute and Symphony chairs in the future. To provide additional access into Symphony Bowl and reduce the large lift lines on the Harmony Express (Lift D) on peak days, the existing detachable quad will be replaced with a higher capacity detachable 8-passenger chairlift. With today's technology, the capacity of this lift could increase to a rated capacity of as much as 4,000 pph.

The Yellow Chairlift (Lift P), a detachable quadruple chairlift rated at 2,400 people per hour, is proposed for zone between the Harmony and Emerald Express chairs. This lift will service trails from Green Acres/Coyote/Bobcat through Ratfink and Chunky's Choice and provide additional upper mountain lift capacity when the Harmony chair is closed due to avalanche risk or high winds. New trails in the eastern part of this zone could be constructed several years prior to installation of the chairlift, as most of the terrain is also accessible from either the Harmony or Emerald chairlifts. These trails will range in difficulty from low intermediate to expert, due to the wide variety of gradients in this terrain pod. The variety of slopes in this pod and the naturally wide spacing of the trees in the eastern part of this pod make it a natural "playground" and therefore would provide an ideal zone for a terrain park or an entire pod of natural and man-made terrain features for skiers and snowboarders alike. The bottom terminal of the Yellow chair is slightly east of the bottom of Bobcat for easy access from that trail and on the existing Sidewinder trail, so that skiers can still easily access the bottom of the Emerald Chair or ski to Whistler Village when the lift shuts down or they simply decide to ski elsewhere (Sidewinder will be realigned below the lift terminal). This lift will have a vertical drop of 395 metres and a length of approximately 1,660 metres.

The Emerald detachable quad chair (Lift F) along with the Harmony Express (Lift D), are the two most popular chairs on the mountain. The Emerald lift experiences long lines on virtually every weekend day and holiday, due both to the popularity of its terrain and its function as part of the access to the top of the

mountain via Fitzsimmons and Garbanzo. In addition to these crowding issues, in the Inventory section it was determined that there is an excess of trail capacity in this zone. Therefore the existing chair is proposed to be replaced with a detachable 6 or 8-passenger chairlift with a higher capacity.

Dave Murray National Training Centre

The Dave Murray National Training Centre (DMNTC) is being set up as a permanent alpine ski training legacy from the 2010 Olympic and Paralympic Winter Games. Lower Raven and Ptarmigan were widened, regraded and received upgraded snowmaking so that they could be used as a training area during the games. Whistler Blackcomb, Canadian SnowSports Association, the Dave Murray Foundation and the Whistler Mountain Ski Club (WMSC) have formed a partnership to create a world class training facility on the Raven Ptarmigan run serviced by the Garbanzo Express. In addition to the runs, The Dave Murray National Training Centre will contain a start building at the top of Lower Raven, a slalom start building at the top of the slalom course, a 2 storey finish building at the bottom of the DMNTC, timing facilities, video training equipment and a surface lift servicing the slalom hill on It Happens. The finish building will contain training space for racers using the facility and will be equipped for viewing of video analysis of the training runs. The National Training Centre will be developed by a non profit society created by the partnership and is intended to be managed by WMSC. The layout of the Dave Murray National Training Centre is illustrated in Figure 14b.

Trails

As mentioned in the previous section, the beginner zones above Olympic Station will be reconfigured to more efficiently use that space for a greater number of guests. This measure will include reconfiguration of the locations of lifts and learning areas and possible regrading, but may also include expanding the trails into currently treed or unused space.

In preparation for the new Yellow Chair (Lift P) and to provide more skiing and snowboarding in this zone, several runs are proposed to be cut in the zone between Green Acres and the Harmony Chair (Lift D), including the creation of more lightly gladed terrain.

To maintain and improve the overall skiing experience, small renovations to existing trails may be necessary in many different areas over the years, ranging from regrading to widening, etc. Several of these projects already identified include widening the area surrounding the intersection of Crabapple & Sleeping Cloud, widening Upper Olympic adjacent to the bottom of Emerald chair, recontouring and/or widening upper Whiskey Jack, widening Upper Franz's and widening and

recontouring areas to construct the NTC (National Training Centre). Many other minor projects of this scale have been identified over the years and some will be realized as they become priorities and as capital becomes available.

Mountain Restaurants

During Phase 15, a new mountain restaurant is proposed for the Olympic Station area. The new restaurant could be located partially on top of, or adjacent to the existing Olympic Station building. This restaurant will service beginner skiers in the Olympic zone, as well as skiers in the Garbanzo zone and skiers using terrain accessed from the upper and lower sections of the Village Gondola. This building will also contain restrooms and may contain ski school/guest services and/or accessory retail.

The new facilities proposed at Olympic Station along with the existing Children's Learning Centre and direct gondola access, make this a good location to develop a major "adventure zone" destination that could offer a variety of recreational and/or educational activities in both summer and winter that would complement skiing. These activities could take place during the day and evening and could be a combination of indoor and outdoor activities. This area could be used entirely as a base for activities, or used as a staging point for activities.

Small food service and warming facilities are proposed for the top of the Peak and in the Piccolo Saddle, near the top of the Symphony Express chairs during this phase. These new facilities would have 100 to 150 seats, slightly larger than the Crystal and Horstman Huts on Blackcomb, serving mostly prepared foods that simply require warming rather than frying or extensive cooking. These facilities would provide spectacular views and be extremely popular spots for lunch and rest breaks during the winter, as well as providing a destination for summer sightseers. Patrol facilities and public washrooms should be incorporated into each of these buildings.

The small Harmony Tea House at the top of the Harmony lift will be replaced by a mountain restaurant on the small peak just east of the existing hut. The new facility will have 100 to 150 seats with spectacular views in all directions. The existing Tea House can be used as a patrol facility.

A moderate sized restaurant (400 to 500 indoor) seats is proposed for the bottom of the Harmony Express. Although this restaurant site would not have as spectacular views as a mountain top location, it is located in a weather protected area where skiers congregate naturally. This restaurant will also be an attractive area for many of the skiers from the Symphony Bowl who wish to warm up and have lunch while still remaining in that general area. In addition to the indoor restaurant seats, this

building would provide restroom facilities and small spaces for retail sales and large open deck areas for warm sunny days.

Another small restaurant and/or warming facility may be constructed at the bottom of the Symphony lift to provide shelter and food for skiers wanting to remain in the Symphony/Flute area instead of moving to Harmony. This location is very protected from the elements and is adjacent to two major return cycle skiing lifts at buildout. There are currently portable restrooms in this location, which, at a minimum, would need to be expanded when the Flute Chair is added in the final phase.

.4 Phase 16

Lifts

Whistler Mountain already has some overcrowding issues at the Creekside base several times per year resulting in very long lift lines to access the ski area. The 1,268-stall day skier parkade is the first opportunity for day skiers from south of Whistler to park. The Creekside redevelopment provided a large public accommodation bed base and convenient transit drop-off facilities, resulting in days when over 5,500 skiers access the ski area through this portal. The return cycle skiing trails serviced by the Creekside gondola; Lower Dave Murray, Lower Franz's, as well as Peak to Creek are some of the best high intermediate "cruising" trails on the mountain when conditions are ideal, causing skiers to want to return ski during the morning upstaging period further exacerbating the lift line situation. In addition, with the development of the Cheakamus Crossing neighbourhood, the proposed Park'n Ride at Function Junction, as well as the fact that the PEAK 2 PEAK Gondola makes access to Blackcomb easy from Creekside, it is anticipated that there will be increased demand for staging through this portal. The increased demand will be mitigated by installing a new gondola, (Lift L) linking the Creekside base with the knoll at the top of the Garbanzo Lift H. The bottom terminal will be located adjacent to the existing Creekside gondola and the top will be located near the existing fuel depot at approximately the 1,676-metre elevation, giving the lift a total vertical rise of about 1,023 metres. From this top terminal, skiers can easily access any of the lifts in the mid mountain area or access the upper mountain using the existing Big Red Chair (Lift E) the new Franz's Lift K (R) or Emerald Lift F (R) both with increased capacity in Phase 15. The fuel depot will be relocated in conjunction with construction of this lift and a mountain restaurant and Learning Centre will be constructed nearby.

The Orange Gondola (Lift L) should be installed with a capacity in excess of 2,000 pph; the exact capacity will depend on many factors at the time of installation including anticipated needs (depending on Park'n Ride capacity & operations, transit,

anticipated contribution of skiers from nearby increases in accommodation, etc.), cost of construction, advances in lift technology and market projections in the medium to long term. In addition to skier access, this lift will likely be quite attractive from a return skiing perspective, as it will allow skiers to return ski the entirety of the Dave Murray or Franz's trails from top to bottom.

In conjunction with the installation of the Orange Gondola, a Learning Centre is proposed near the top of the Garbanzo lift. The terrain at the Creekside base is unsuitable for beginners because of the slope, space and snow conditions, therefore it should be moved up the mountain where conditions are better suited for this purpose. With the installation of the Orange Gondola, skiers can both upload and download to the Learning Centre. The proposed restaurant will provide food, restrooms and warming facilities close by. The proposed location is quite protected from the wind and has terrain that can be used for a skier/snowboarder Learning Centre with some terrain modification. The Learning Centre would include several moving carpets and a "walk-up" learning area to provide suitable terrain for the first few steps of learning. The existing ski club cabin in this area could be converted, replaced and/or expanded for use by beginners and children and the ski club functions could be relocated to another building located elsewhere in the area or incorporated into the finish building for the Dave Murray National Training Centre.

The most important and most exciting return cycle skiing lift proposed for the Westside zone is the Bagel Bowl (Lift U), stretching from the 1,365-metre elevation on the westside, up to the bench above Cockalorum at the 1,970-metre elevation. This lift services 605 vertical metres of terrain in the intermediate to expert skill classes. Some of this terrain (West Bowl, Bagel Bowl, Love Canal/Peak to Creek) is already popular ski terrain and several new trails below treeline will be cut to provide additional trails serviced by this lift.

To access the Bagel Bowl lift and provide easy egress from the bottom of the Bagel Bowl lift, a new detachable chairlift named Lower Finale (Lift T) has been proposed for the terrain pod below the Grand Finale ski trail out of Lower Whistler Bowl. This lift will allow skiers from the westside lifts to get back up to Highway 86 without having to ski all the way down to Creekside. From Highway 86, they can make their way to Mid-station Road and then Expressway if they wish to go back to Whistler Village. Several trails are also proposed for this pod, falling almost exclusively in the advanced and expert skill classes, although skiers in the intermediate and high intermediate skill classes can use Highway 86/Franz's Trail or Peak to Creek to return ski on this lift. Skiers in the intermediate skill classes can easily access the bottom of the lift to move towards or away from the Bagel Bowl lift. Access from the existing ski area to this lift is via Crossroads or Mid Franz's. This lift could initially be installed as a fixed grip quad chair to make the Bagel Bowl project more economical. The exact location of the bottom terminal of the Lift T

depends partly on determining where access trails can practically cross the adjacent creeks.

An upgrade of Franz's Chair (Lift K/R) to a detachable quadruple chairlift in a slightly different alignment is proposed to provide better service to guests skiing in this zone and also provide the third high capacity link in the second staging route from the Village and Creekside to the mountain top. By placing the top station on the ridge above the top of the existing T-bars, this lift will effectively replace the existing Franz's fixed grip triple chair and the two T-bars as well as provide better access to Glacier and Harmony Bowl than the existing T-bars provide. The new lift has a total length of 1,782 metres and a total vertical rise of 385 metres. Even with the longer alignment of this lift, the ride time on a detachable lift will be approximately 5.9 minutes, almost 3 minutes shorter than the 8.8 minute ride on the existing Franz's Chair.

New trails will be cut to service the Bagel Bowl (Lift U) and Lift T chairlifts. The upper elevations of the terrain serviced by the Bagel Bowl lift are mostly untreed, but the bottom is located in a heavily treed area, therefore, there will be little tree cutting needed at the higher elevations, selective cutting at the mid elevations and significant tree removal at the lowest elevations. Lift T is located completely within well treed areas on fairly steep slopes; therefore, the trails proposed for this area are designed as traditionally cut trails, requiring tree removal ranging from 25 to 50 metres wide.

Mountain Restaurants

A new mountain restaurant adjacent to the top of the Orange gondola is proposed to supplement the food services currently in short supply on the mountain, as well as to provide a destination for skiers and sightseers coming from Creekside. This facility could also be designed to hold functions smaller than those currently held at the Roundhouse, since it would have direct gondola access similar to the Roundhouse. Located on the south side of the lift, the restaurant will have southern exposures and views towards the Peak and down valley.

Two restaurants are proposed for the Westside of the mountain in Phase 16; a hut at the top of the Bagel Bowl lift with 75 to 150 seats and a larger restaurant facility (300 to 400 seats) at the bottom of the same lift (Lift U). Both of these facilities will be accessible from Lift U and the Peak chair. The restaurant at the top of Bagel Bowl will have expansive views and southern exposures, but is located at a high elevation above treeline and will be very susceptible to inclement weather. The restaurant at the bottom of the lift will be the primary food service facility in this zone, allowing skiers using this area to remain in the area rather than going all the way back to Raven's Nest or the Roundhouse to get food and shelter and then re-

staging to get back to the Bagel Bowl area. The restaurant near the bottom terminal will also include restrooms, a small retail shop and may include some guest services for ski school and general information.

.5 Phase 17

Symphony Bowl Lifts

A detachable six-passenger chairlift is proposed for the east side of Symphony Bowl, rising up onto Flute Mountain either onto the peak of Flute or the northern shoulder (Oa and Ob as shown in the Mountain Master Plan map Figure 14a). Lift Oa, rises to the peak of Flute and provides skiing access to the entirety of the north and west flanks of Flute with little or no hiking. Option Ob, located on the lower northern shoulder, provides gravity access to about one-half of the terrain on Flute, with the remainder of the skiing accessible via a short hike accessible from below the top of Symphony chair (like the existing situation) or from the top of the Option Ob lift. The Flute lift services low intermediate through expert terrain on slopes which are untreed in the upper elevations, transitioning to naturally gladed and then densely forested slopes as one skis down to the lift base. Trails in the mid and lower elevations will require some tree cutting and limited grading and summer grooming. The Flute chair will require some new trails to be cut below treeline and selected tree removal in the gladed zones. Areas above treeline areas may also need limited fine grooming to provide an ideal skiing surface at the beginning of the season.

The Robertson's Chair (Lift M) is a fixed grip chairlift proposed to connect the bottom of the Flute and Symphony chairlifts with Harmony Ridge so that skiers can egress from Symphony Bowl if weather or mechanical issues render the Symphony Bowl lift(s) inoperable. In addition to providing egress from Symphony Bowl, it will also provide limited return cycle skiing on the "expert only" slopes of Robertson's and Harvey's, etc.

A second option for egress from Symphony Bowl has also been explored; a T-bar or platter surface lift stretching from a point 750 metres from the Symphony lift at 9 percent downhill grade up to the end of the Burnt Stew Road (above the Harmony chair bottom terminal); the total length of the lift is about 600 metres. This surface lift would be operated intermittently, likely only in emergency situations and/or at the end of the day.

Westside/Southside

The 1982 Ski Area Master Plan reserved terrain to the west of the Controlled Recreation Area for Whistler Mountain's future expansion and the 1991 and 1998 Master Plans identified several lifts and a base area to be developed in this zone.

This terrain is now within the CRA and Phase 17 describes the revised plans for further development of lifts, trails and base area development within this area, including two staging portals. Depending on the future of the hill, how Whistler Resort continues to develop, transportation problems and solutions, etc., this base may be required after completion of the rest of the ski area, or possibly at an earlier date. This phase will see the creation of a new day skier base area above Millar's Pond and Cheakamus Crossing (accessible from Function Junction/Cheakamus Crossing via a new access road), one exclusively transportation lift, one transportation and skiing lift and two beginner lifts. The proposed South Base and/or the Cheakamus Base will require parking for day skiers in addition to any accommodation development and will require a daylodge complete with all skier services required to stage skiers as they arrive in their cars.

A second detachable chairlift (Lift V) is proposed for the Khyber area to the west of the (Lift U) Bagel Bowl chairlift. The Khyber lift has a vertical rise of approximately 635 metres, stretching from the Microwave Tower road to the ridge above Bagel Bowl at the 1,830-metre elevation. This lift will have a rated capacity of 2,400 pph, servicing terrain in the intermediate to expert skill classes.

The Big Timber Gondola (Lift W) is the third staging lift from Creekside and is proposed to connect to the Westside expansion area. The top of this lift is located on a knoll just off the existing Dusty's Descent trail and provides easy access to all of the Westside lifts, including Lift T which provides access to the rest of the ski area. The Big Timber lift will primarily provide access to the ski area, but like most lower mountain access lifts at Whistler, also provides limited return cycle skiing on the existing Peak to Creek, Dusty's Descent, Big Timber and Home Run trails, as well as a couple of new trails and bypass sections of these trails.

Lift Y, the Whistler South detachable six-passenger chairlift, forms the main access from the South Base to the Westside lifts and the rest of the mountain. This lift will also be used for return cycle skiing, but due to its elevation and exposure, the slopes may not be ideal for this purpose during periods of low snow or warmth. A Learning Centre containing a short fixed grip chairlift (Lift Z) and a moving carpet is proposed for the relatively flat terrain adjacent to the bottom of the Whistler South gondola. The terrain associated with this lift has relatively good exposures for snow holding, is easily accessible and suitable for advanced beginners and novice skiers.

A gondola (Lift X) is proposed to connect the parking lots in the valley bottom with the South Base. The valley bottom parking lots near Function Junction and Cheakamus Crossing will initially be used as "Park'n Ride" lots for day skiers from Vancouver, Squamish and Whistler South, and once demand warrants, this gondola will be installed to move skiers up to the Westside Lifts and the main ski area via the South Base.

Trails

The Flute chair (Lift O) will require new trails to be cut below treeline and selected tree removal in the gladed zones. Some above treeline areas may also need limited fine grooming to provide an ideal skiing surface at the beginning of the season.

New trails will also be cut on the Westside/Southside in the Khyber/Bagel Bowl zone and the Whistler South zone, as well as near the Big Timber Gondola for return skiing on that terrain. Glading will also take place in selected parts of the Bagel Bowl and Khyber terrain to open up the terrain to more skier use (this area is currently lightly used for skiing although it is not lift serviced). A ski trail will also be constructed from the South Base down to the valley base area. This trail will be constructed mostly as a skiway due to the shallow grades present, and will be used primarily as an egress trail when snow conditions allow.

Mountain Restaurants

The Raven's Nest restaurant will be replaced by a new restaurant located slightly farther to the west, closer to the edge of the steep slopes, thereby providing a spectacular view of the Whistler Valley at Creekside, the Callaghan Valley and all points west of Whistler Mountain. This new restaurant would contain approximately 150-250 seats and could also be used for medium sized functions in the summer or evenings as it is directly accessible from the Creekside Gondola.

A full service daylodge will be constructed in conjunction with the South Base including ticket sales, guest services, rentals, retail, etc. for skiers using this portal for staging in the morning. Due to the fact that Lift Y is anticipated to get limited use as a return cycle skiing lift and the fact that skiers at Whistler Blackcomb have a preponderance to eating lunch up on the mountain, the food service facility here will be limited to 100-200 seats, enough to service skiers on the beginner lifts, morning arrivals and a small portion of skiers using Lift Y for return cycle skiing. It is anticipated that most skiers in the Westside/Southside would prefer to stay higher on the mountain and eat at one of the Bagel Bowl lift's restaurants. A small children's ski school facility will also be built here, either contained in the same building as the daylodge or in a stand-alone building closer to Lifts Z and the moving carpet.

The day skier base in the valley near Function Junction/Cheakamus Crossing will contain parking lots, and all skiers using this lot will have to pass through the South Base, therefore, the only skier services planned for this base will be ticket sales. Restrooms will likely be included for the convenience of arriving or departing

skiers. Skiers wanting any other services will simply walk into the South Base daylodge after getting off Lift X, which will be located in close proximity.

Summary of Master Plan

The conclusion of Phase 17 constitutes the buildout of Whistler Mountain under the 2010 Master Plan Update. At buildout, Whistler Mountain will have a total capacity of approximately 29,800 skiers per day, based on all lifts being open and available and experiencing lift lines on every lift on the mountain in the 10-20 minute range. Also listed is the calculated SCC under two differing operational conditions: Mode 2, when the upper mountain is closed due to adverse weather conditions, and Mode 3, when the lower mountain has insufficient snow or undesirable snow conditions for skiing. Both modes can easily occur during peak periods in December.

The Lift Development Schedule for the Phase 17 lifts is listed in Table V.2 and the alignments of the lifts are graphically illustrated on the Mountain Master Plan, Figure 14a.

**TABLE V.2
WHISTLER MOUNTAIN
LIFT SPECIFICATIONS – BUILDOUT**

Lift Number	A	B	C	D(R)	E	F(R)	G	H	I
Lift Name	Lower Village Gondola	Upper Village Gondola	Creekside Gondola	Harmony Express	Big Red Express	Emerald Express	The Peak	Garbanzo Express	Olympic
Lift Type	D8G	D8G	D6G	D8C	D4C	D6C	D4C	D4C	Combi
Top Elevation m.	1,020	1,834	1,297	2,102	1,847	1,839	2,175	1,675	1,139
Bottom Elevation m.	677	1,020	653	1,580	1,295	1,415	1,774	1,018	1,025
Total Vertical m.	343	814	644	522	552	424	401	657	114
Horizontal Distance m.	1,480	3,340	1,920	1,660	2,390	1,760	995	2,010	700
Slope Distance m.	1,519	3,438	2,050	1,772	2,495	1,833	1,073	2,115	709
Average Slope %	23%	24%	34%	31%	23%	24%	40%	33%	16%
Operational Capacity	2,800	2,800	2,097	4,000	2,800	3,200	2,500	2,800	2,000
V.T.M./Hr.(000)	960	2,279	1,350	2,088	1,546	1,357	1,003	1,840	228
Rope Speed m/sec.	5.5	5.5	5.2	6.0	5.1	5.0	5.0	5.1	5.0
Trip Time min.	4.60	10.42	6.57	4.92	8.19	6.11	3.58	6.94	2.36
Operating Hr./Day	7.0	7.0	7.0	6.5	7.0	6.8	6.0	6.8	6.5
V.T.M. Demand/Day	2,568	2,970	4,534	5,711	4,752	2,903	6,994	4,283	2,120
Loading Eff. %	95%	95%	95%	90%	95%	85%	95%	95%	90%
Access Reduction	70%	42%	60%	9%	28%	17%	6%	15%	0%
SCC Skiers/Day	750	2,940	790	1,950	1,560	2,240	770	2,350	630

Mode 2-No Upper Mtn	750	2,940	790		1,560	2,240	770	2,350	630
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Mode 3-No Lower Mtn		2,940		1,950	1,560	2,240	770	2,350	630
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Lift Number	K(R)	L	M	N	Oa	P	Q		
Lift Name	Franz's Express	Orange Gondola	Robertson's	Symphony Express	Flute Peak	Yellow Express	Fitz-simmons Express	CLC Carpet	CLC Handletow I
Lift Type	D4C	D8G	4C	D4C	D6C	D4C	D4C-B	MC	HT
Top Elevation m.	1,997	1,676	1,937	2,035	2,010	1,850	1,020	1,026	1,035
Bottom Elevation m.	1,580	653	1,527	1,527	1,527	1,455	677	1,024	1,026
Total Vertical m.	417	1,023	410	508	483	395	343	2	9
Horizontal Distance m.	1,810	3,150	1,070	2,040	1,170	1,300	1,710	24	86
Slope Distance m.	1,857	3,312	1,146	2,158	1,266	1,359	1,744	24	86
Average Slope %	23%	32%	38%	25%	41%	30%	20%	6%	10%
Operational Capacity	2,800	2,200	2,000	2,400	3,000	2,800	2,650	1,200	669
V.T.M./Hr.(000)	1,168	2,251	820	1,219	1,449	1,106	909	2	6
Rope Speed m/sec.	5.0	6.0	2.3	5.1	5.0	5.0	5.0	0.8	1.7
Trip Time min.	6.19	9.20	8.30	7.08	4.22	4.53	5.81	0.50	0.85
Operating Hr./Day	6.5	6.8	6.5	6.0	6.0	6.8	7.0	6.8	6.8
V.T.M. Demand/Day	3,968	4,140	8,475	3,945	6,419	3,729	2,568		
Loading Eff. %	90%	90%	80%	95%	85%	90%	95%		
Access Reduction	7%	60%	75%	8%	0%	0%	70%		
SCC Skiers/Day	1,590	1,320	130	1,610	1,150	1,800	710	30	40

Mode 2-No Upper Mtn	1,590	1,320				1,800	710	30	40
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Mode 3-No Lower Mtn	1,590		130	1,610	1,150	1,800		30	40
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**TABLE V.2 CONT.
WHISTLER MOUNTAIN
LIFT SPECIFICATIONS – BUILDOUT**

Lift Number Lift Name	CLC Handletow II	Olympic Carpet I	Olympic Carpet II	Olympic Carpet II	Olympic Carpet II	Garbanzo Beginner Zone	Garbanzo Beginner Zone	Kadenwood Beginner Zone
Lift Type	HT	MC	MC	MC	MC	MC	MC	MC
Top Elevation m.	1,032	1,026	1,032	1,033	1,047	1,672	1,676	880
Bottom Elevation m.	1,023	1,023	1,026	1,026	1,024	1,667	1,656	865
Total Vertical m.	9	3	6	7	23	5	20	15
Horizontal Distance m.	86	40	60	60	170	60	60	120
Slope Distance m.	86	40	60	60	172	60	63	121
Average Slope %	10%	8%	10%	12%	14%	8%	33%	13%
Operational Capacity	374	1,200	1,200	1,200	1,200	1,200	1,200	1,200
V.T.M./Hr.(000)	3	4	7	8	28	6	24	18
Rope Speed m/sec.	1.4	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Trip Time min.	1.07	0.84	1.26	1.26	3.57	1.25	1.32	2.52
Operating Hr./Day	6.8	6.8	6.8	6.8	6.8	6.0	6.0	7.0
V.T.M. Demand/Day								
Loading Eff. %								
Access Reduction								
SCC Skiers/Day	30	40	80	90	150	70	150	120
Mode 2-No Upper Mtn	30	40	80	90	150	70	150	120
Mode 3-No Lower Mtn	30	40	80	90	150	70	150	120

Lift Number Lift Name	T	U Bagel Bowl	V Upper Khyber Express	W Big Timber Gondola	X Function Access	Y Whistler South	Z Whistler South Beginner	Southside Beginner Zone	TOTAL
Lift Type	D4C	D6C	D4C	D8G	D8G	D6C	4C	MC	
Top Elevation m.	1,635	1,970	1,830	1,445	1,014	1,366	1,100	1,025	
Bottom Elevation m.	1,035	1,365	1,195	653	604	1,013	1,013	1,013	
Total Vertical m.	600	605	635	792	410	353	87	12	11,643
Horizontal Distance m.	1,400	1,810	1,670	2,640	2,870	1,150	420	160	
Slope Distance m.	1,523	1,908	1,787	2,756	2,899	1,203	429	160	43,285
Average Slope %	43%	33%	38%	30%	14%	31%	21%	8%	28%
Operational Capacity	2,800	3,200	2,400	2,400	2,800	3,200	1,800	1,500	73,590
V.T.M./Hr.(000)	1,680	1,936	1,524	1,901	1,148	1,130	157	18	31,171
Rope Speed m/sec.	5.0	5.0	5.0	6.0	6.0	5.0	5.0	0.8	
Trip Time min.	5.08	6.36	5.96	7.66	8.05	4.01	1.43	3.34	
Operating Hr./Day	6.8	6.8	6.5	7.0	8.0	7.0	7.0	7.0	6.7
V.T.M. Demand/Day	5,265	6,429	5,907	3,943		3,791	2,120		
Loading Eff. %	90%	85%	95%	95%	95%	85%	80%		
Access Reduction	37%	34%	0%	50%	100%	60%	0%		
SCC Skiers/Day	1,220	1,140	1,590	1,600	0	710	410	100	29,800
Mode 2-No Upper Mtn	1,220		1,590	1,600	0	710	410	100	23,820
Mode 3-No Lower Mtn	1,220	1,140	1,590		0				23,410

As listed above, at build-out, the Whistler Mountain Master Plan would provide a calculated SCC of approximately 29,800, an increase of about 12,150 (or 68%) over the existing 17,650 skiers per day. There are also much wider variations in the SCC available in the 3 different modes, particularly on the days when the mountain top (high alpine) terrain is closed due to storm conditions. To accommodate these operating modes and to improve the skier's experience (shorter lines on busy days as one of the main goals) it is necessary to build more lift capacity than the proportional increase in forecasted peak day skier visits. To accomplish this goal, Whistler Mountain will aim to decrease the ratio of peak day skiers to calculated SCC from the existing 82-85% down to about 70-75%. This increase in Skier Carrying Capacity should make the skiing experience much more comfortable on those days when part of the mountain is closed or snow conditions are less than desirable in one or more areas. With the concurrent expansion of Blackcomb and the potential 35 percent increase in peak skier days on the two mountains combined to about 37,000, Whistler's share (60%) should be approximately 22,200 skiers on a peak day.

Table V.3 lists the ski trails developed at the conclusion of Phase 17 of the 2010 Master Plan. A total of 243 trails cover approximately 924 hectares and have a total combined daily capacity of approximately 23,860 skiers.

**TABLE V.3
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY – BUILDOUT**

Trail Name	Trail No.	Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Percent Slope Avg.	Slope Steep.	Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Skiers At Area		Lift at Area
			Top Meters	Bottom Meters									Density	Total	
<u>Lift A - Lower Village Gondola</u>															
Lower Olympic	A1	2	1,017	679	338	2,070	2,097	16%	27%	39	8.06	8.17	50	410	
Mid Fantastic	A2	3	854	780	74	300	309	25%	31%	48	1.45	1.49	40	60	
Northern Lights/Lower Fanta	A3	3	870	679	191	1,010	1,028	19%	40%	43	4.36	4.44	40	180	
Upper Fantastic	A4	3	1,160	864	296	1,730	1,755	17%	30%	57	9.80	9.94	40	400	
Crabapple	partial B3	3	1,150	860	290	1,330	1,361	22%	35%	48	6.38	1.94	40	75	
Total Lift A	4		(not including B3)					5,189	(not including B3)			25.98		1,125	750
<u>Lift B - Upper Village Gondola</u>															
Upper Olympic	2/3 area B1	3	1,428	1,044	384	1,580	1,626	24%	32%	59	9.25	6.35	40	255	
Expressway	B2	2	1,295	1,020	275	2,220	2,237	12%	27%	21	4.58	4.62	50	230	
Crabapple	partial B3	3	1,150	860	290	1,330	1,361	22%	35%	48	6.38	4.59	40	185	
Bear Cub	1/3 area E17	2	1,592	1,363	229	1,540	1,557	15%	29%	20	3.06	1.03	50	50	
Upper Whiskey Jack	1/3 area F1	2	1,835	1,662	173	1,030	1,044	17%	29%	39	4.03	1.36	50	70	
Lower Whiskey Jack	1/3 area F3	3	1,661	1,418	243	1,090	1,117	22%	32%	50	5.47	1.87	40	75	
Upper Ego Bowl	1/3 area F6a	3	1,805	1,637	168	720	739	23%	35%	54	3.86	1.32	40	55	
Lower Ego Bowl	1/3 area F6b	3	1,637	1,476	161	810	826	20%	27%	57	4.65	1.58	40	65	
Ptarmigan Left	1/3 area H3	5	1,497	1,455	42	290	293	14%	23%	40	1.15	0.39	30	10	
Ptarmigan	1/3 area H4	5	1,520	1,095	425	1,500	1,559	28%	48%	50	7.45	2.58	30	75	
Orange Peel/ Dave Murray	1/3 area H9	4	1,675	1,433	242	1,140	1,165	21%	39%	43	4.88	1.66	40	65	
Bear Paw	1/3 area H10	4	1,429	1,068	361	1,150	1,205	31%	43%	46	5.29	1.85	40	75	
Tokum	1/3 area H11	5	1,350	1,090	260	730	775	36%	46%	63	4.57	1.62	30	50	
Upper Orange Peel	2/3 area E15	3	1,660	1,645	15	240	240	6%	6%	23	0.56	0.37	40	15	
Mid Pony Trail	2/3 area E16	3	1,595	1,527	68	490	495	14%	33%	29	1.40	0.94	40	40	
Total Lift B	3		(not including non "B" trails)					5,224	(not including non "B" trails)			32.13		1,315	2,880
<u>Lift C - Creekside Gondola</u>															
Crossroads	2/3 area C1	4	1,270	1,188	82	595	601	14%	18%	9	0.55	0.37	40	15	
Fallaway	2/3 area C2	6	1,225	1,165	60	160	171	38%	55%	81	1.30	0.93	15	15	
Dave Murray Downhill	2/3 area C3	5	1,225	655	570	2,375	2,442	24%	46%	46	10.91	7.48	30	225	
	2/3 area C4	4	1,030	995	35	100	106	35%	40%	40	0.40	0.28	40	10	
	2/3 area C5	4	1,000	856	144	540	559	27%	38%	53	2.85	1.97	40	80	
Mid & Lower Franz's	1/3 & partial C7	4	1,434	775	659	2,250	2,345	29%	40%	50	11.26	2.11	40	85	
Total Lift C	6							6,223				13.13		430	790

**TABLE V.3 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY – BUILDOUT**

Trail Name	Trail No.	Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Percent Slope		Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Skiers At Area		Lift at Area
			Top Meters	Bottom Meters				Avg.	Steep.				Total	Density	
<u>Lift D - Harmony Express</u>															
Upper Burnt Stew	D1a	3	2,102	1,795	307	1,875	1,900	16%	32%	23	4.38	4.44	40	180	
Lower Burnt Stew	D1b	3	1,748	1,633	115	1,630	1,634	7%	10%	11	1.86	1.86	40	75	
Crescendo	D2	6	1,930	1,730	200	930	951	22%	65%	54	4.98	5.09	15	75	
	D3	6	1,810	1,807	3	150	150	2%	2%	16	0.24	0.24	15	5	
Sun Bowl	D4	7	2,096	1,726	370	1,260	1,313	29%	71%	89	11.27	11.75	10	120	½ dens.
	1/2 area D5	7	1,936	1,725	211	570	608	37%	103%	128	7.31	3.90	10	40	½ dens.
Harvey's Harrow	1/2 area D6	7	1,915	1,715	200	350	403	57%	96%	90	3.16	1.82	10	20	½ dens.
Robertson's	1/2 area D7	7	1,925	1,700	225	470	521	48%	89%	209	9.83	5.45	10	55	½ dens.
The Glades	D8	4	1,825	1,702	123	450	467	27%	35%	41	1.86	1.93	40	75	
Harmony Ridge	D9	4	2,033	1,581	452	2,160	2,207	21%	37%	32	6.99	7.14	40	285	
	D9a	4	1,780	1,717	63	160	172	39%	50%	30	0.48	0.52	40	20	
Gunbarrels	D10	7	1,735	1,586	149	370	399	40%	65%	107	3.95	4.26	5	20	1/4 dens.
Lower Boomer Bowl	D11	7	1,685	1,584	101	360	374	28%	58%	92	3.32	3.45	5	15	1/4 dens.
Boomer Bowl	D12	6	1,875	1,685	190	430	470	44%	65%	173	7.44	8.13	15	120	
Krummholz	D13	6	1,887	1,745	142	500	520	28%	60%	50	2.51	2.61	15	40	
Kaleidoscope	D14	7	1,910	1,760	150	405	432	37%	81%	150	6.06	6.46	20	130	
Low Roll	D15	7	1,935	1,770	165	395	428	42%	87%	81	3.18	3.45	20	70	
Upper McConkey's	D16	7	1,991	1,843	148	430	455	34%	84%	100	4.30	4.55	20	90	
Harmony Horseshoes Right	D17	7	2,015	1,889	126	250	280	50%	96%	70	1.74	1.95	20	40	
Harmony Horseshoes Left	D18	7	2,025	1,890	135	300	329	45%	88%	89	2.68	2.94	20	60	
Pika's Traverse	D19	3	2,100	1,835	265	1,715	1,735	15%	34%	13	2.21	2.24	40	90	
Camel Humps	D20	6	2,022	1,935	87	7,485	7,486	1%	52%	4	2.94	2.94	15	45	
Harmony Piste	D21	4	1,960	1,688	272	1,370	1,397	20%	47%	28	3.88	3.96	40	160	
	D21a	3	1,688	1,595	93	410	420	23%	23%	8	0.33	0.34	40	15	
Lower McConkey's	D22	6	1,770	1,581	189	610	639	31%	65%	60	3.66	3.83	15	55	
Little Whistler	D23	7	2,100	1,969	131	310	337	42%	100%	199	6.16	6.69	20	135	
Mumbling Rocks	D24	6	1,950	1,852	98	300	316	33%	47%	88	2.64	2.78	15	40	
	D25	5	1,880	1,785	95	400	411	24%	39%	43	1.71	1.76	30	55	
Waterfall/Bitter End	D26	6	1,810	1,717	93	420	430	22%	64%	52	2.17	2.22	15	35	
Lift Line	D27	7	1,727	1,600	127	325	349	39%	70%	31	1.02	1.10	20	20	
Lower G.S.	D28	5	1,690	1,583	107	310	328	35%	49%	65	2.01	2.13	30	65	
G.S.	D29	3	1,837	1,705	132	1,020	1,029	13%	24%	20	2.08	2.10	40	85	
Backbowl	D30	6	1,915	1,747	168	500	527	34%	52%	134	6.72	7.09	15	105	
Rabbit Tracks	D31	5	1,855	1,760	95	280	296	34%	42%	64	1.79	1.89	30	55	
Chunky's Choice	D32	6	1,805	1,585	220	620	658	35%	54%	46	2.86	3.03	15	45	
Dapper's Delight	D33	7	1,730	1,583	147	350	380	42%	87%	23	0.81	0.88	20	20	
	D39	6	2,033	1,980	53	205	212	26%	36%	56	1.14	1.18	15	20	
Total Lift D		37					30,960				128.10		2,580	1,950	

**TABLE V.3 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY - BUILDOUT**

Trail Name	Trail No.	Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Percent Slope		Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Skiers At Area Density	Lift at Area
			Top Meters	Bottom Meters				Avg.	Steep.					
<u>Lift E - Big Red Express</u>														
	E1	6	1,846	1,802	44	120	128	37%	48%	66	0.79	0.84	15	15
	E2	3	1,846	1,810	36	135	140	27%	32%	58	0.78	0.81	40	30
	E3	3	1,846	1,630	216	1,350	1,367	16%	39%	23	3.08	3.12	40	125
	E4	4	1,830	1,700	130	400	421	33%	38%	122	4.88	5.13	40	205
Roundhouse Roll	E5	5	1,830	1,775	55	350	354	16%	30%	37	1.28	1.30	30	40
Pale Face	E6	7	1,787	1,679	108	240	263	45%	69%	64	1.54	1.69	20	35
Porcupine	2/3 area E7	3	1,675	1,600	75	575	580	13%	31%	42	2.40	1.61	40	65
Fisheye	2/3 area E8	3	1,713	1,582	131	590	604	22%	37%	38	2.23	1.52	40	60
Little Red Run	2/3 area E9	3	1,716	1,617	99	340	354	29%	39%	34	1.17	0.81	40	35
Upper Franz's Creek	2/3 area E10	3	1,735	1,601	134	500	518	27%	33%	55	2.76	1.91	40	75
Old Man	2/3 area E11	3	1,740	1,580	160	680	699	24%	36%	34	2.33	1.59	40	65
Franz's Meadow	2/3 area E12	6	1,710	1,580	130	495	512	26%	52%	69	3.42	2.36	15	35
Papoose	2/3 area E13	3	1,662	1,590	72	470	475	15%	20%	51	2.42	1.63	40	65
Banana Peel	2/3 area E14	2	1,655	1,581	74	365	372	20%	27%	33	1.22	0.83	50	40
Upper Orange Peel	2/3 area E15	3	1,660	1,645	15	240	240	6%	6%	23	0.56	0.37	40	15
Mid Pony Trail	2/3 area E16	3	1,595	1,527	68	490	495	14%	33%	29	1.40	0.94	40	40
Bear Cub	2/3 area E17	2	1,592	1,363	229	1,540	1,557	15%	29%	20	3.06	2.06	50	105
Lower Pony Trail	2/3 area E18	3	1,510	1,296	214	1,145	1,165	19%	30%	23	2.59	1.75	40	70
Upper Insanity	2/3 area E19	7	1,469	1,312	157	305	343	51%	69%	56	1.70	1.27	20	25
Jimmy's Joker	2/3 area E20	6	1,578	1,397	181	490	522	37%	52%	37	1.81	1.29	15	20
Wild Card	2/3 area E21	6	1,585	1,458	127	760	771	17%	50%	23	1.75	1.18	15	20
Upper Franz's	2/3 area E22	5	1,590	1,392	198	745	771	27%	43%	23	1.71	1.18	30	35
Goat's Gully	2/3 area E23	7	1,490	1,305	185	450	487	41%	70%	45	2.03	1.46	20	30
Mid Dave Murray	2/3 area E25	4	1,433	1,296	137	640	654	21%	45%	37	2.39	1.63	40	65
Women's DH	E26	6	1,465	1,385	80	250	262	32%	32%	34	0.84	0.88	15	15
Mid & Lower Franz's	1/3 & partial C7	4	1,434	775	659	2,250	2,345	29%	40%	50	11.26	1.80	40	70
Doom & Gloom	partial G10	6	1,924	1,678	246	635	681	39%	59%	146	9.27	5.76	8	45 ½ dens.
	partial G11	7	1,935	1,692	243	570	620	43%	65%	112	6.39	4.03	10	40 ½ dens.
L. Whistler Bowl/Grande Fir	partial G12	6	1,953	1,556	397	1,245	1,307	32%	75%	102	12.70	7.72	15	115
Upper Whistler Bowl	partial G13	6	2,171	1,944	227	670	707	34%	56%	114	7.67	4.69	15	70
West Cirque	partial G14	7	2,136	1,940	196	640	669	31%	105%	30	1.90	1.15	20	25
Christmas Trees	partial G15	7	1,925	1,675	250	520	577	48%	67%	258	13.43	8.63	10	85 ½ dens.
Sneaky Pete	partial G16	7	1,935	1,683	252	770	810	33%	65%	70	5.36	3.27	20	65
Cockalorum/West Bowl	1/3 & partial G17	7	1,969	1,686	283	690	746	41%	81%	116	7.99	1.67	20	35
Bagel Bowl Right	1/3 & partial G18	7	1,950	1,685	265	655	707	40%	94%	206	13.47	2.81	20	55
Bagel Bowl Left	1/3 & partial G19	5	1,905	1,702	203	555	591	37%	48%	47	2.59	0.53	30	15
	1/3 & partial G20	6	1,891	1,723	168	570	594	29%	63%	180	10.28	2.07	15	30
Upper Peak to Creek	partial G21	5	2,164	1,950	214	730	761	29%	51%	33	2.39	1.44	30	45
Highway 86	partial G22	5	1,683	1,445	238	1,720	1,736	14%	29%	11	1.90	1.11	30	35
Total Lift E	25	(not including non "E" trails)					14,054	(not including non "E" trails)				85.85	2,060	1,560

**TABLE V.3 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY – BUILDOUT**

Trail Name	Trail No.	Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Percent Slope		Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Skiers At Area		Lift at Area	
			Top Meters	Bottom Meters				Avg.	Steep.				Total	Density		
<u>Lift F - Emerald Express</u>																
Upper Whiskey Jack	2/3 area	F1	2	1,838	1,662	176	1,030	1,045	17%	29%	39	4.03	2.73	50	135	
Upper Enchanted Forest		F2	3	1,661	1,586	75	330	338	23%	43%	39	1.28	1.31	40	50	
Lower Whiskey Jack	2/3 area	F3	3	1,661	1,416	245	1,090	1,117	22%	32%	50	5.47	3.74	40	150	
Pig Alley		F4	2	1,649	1,638	11	145	145	8%	8%	19	0.27	0.27	50	15	
Lower Enchanted Forest		F5	3	1,620	1,505	115	450	464	26%	35%	56	2.50	2.58	40	105	
Upper Ego Bowl	2/3 area	F6a	3	1,805	1,637	168	720	739	23%	35%	54	3.86	2.64	40	105	
Lower Ego Bowl (class 3)	1/3 area	F6b	3	1,637	1,476	161	810	826	20%	27%	57	4.65	1.58	40	65	
Lower Ego Bowl (class 2)	1/3 area	F6b	2	1,637	1,476	161	810	826	20%	27%	57	4.65	1.58	50	80	
		F7	4	1,594	1,535	59	230	237	26%	29%	37	0.86	0.89	40	35	
Cougar Trail		F8	4	1,712	1,644	68	240	249	28%	41%	48	1.15	1.20	40	50	
		F9	4	1,745	1,675	70	250	260	28%	42%	42	1.05	1.09	40	45	
Jolly Green Giant	2/3 area	F10	3	1,838	1,605	233	1,035	1,061	23%	32%	50	5.15	3.52	40	140	
		F11	5	1,646	1,597	49	180	187	27%	37%	43	0.77	0.80	30	25	
Race Center		F12	4	1,520	1,437	83	295	306	28%	33%	74	2.17	2.25	40	90	
Lower Jolly Green Giant		F13	3	1,537	1,426	111	415	430	27%	35%	48	1.99	2.06	40	80	
		F21	3	1,624	1,543	81	300	311	27%	32%	48	1.43	1.48	40	60	
Old Crow		F22	3	1,570	1,465	105	370	385	28%	35%	37	1.37	1.42	40	55	
Lower Sidewinder		F23	3	1,450	1,419	31	320	321	10%	11%	19	0.62	0.62	40	25	
Total Lift F			17	(not including F6b Class 2)					8,422	(not including F6b Class 2)			31.76		1,310	2,240
<u>Lift G - The Peak</u>																
The Saddle		G1	5	2,088	1,775	313	1,275	1,313	25%	53%	43	5.43	5.59	30	170	
Mathews' Traverse		G2	3	2,174	2,088	86	905	909	10%	15%	7	0.62	0.62	40	25	
The Couloir		G3	7	2,134	2,024	110	265	287	42%	121%	33	0.87	0.94	20	20	
The Cirque		G4	7	2,143	2,005	138	230	268	60%	169%	80	1.83	2.13	20	45	
Last Chance		G5	6	2,020	1,908	112	350	367	32%	48%	110	3.84	4.03	15	60	
Surprise		G6	7	2,016	1,820	196	445	486	44%	69%	144	6.42	7.02	20	140	
		G7	7	1,985	1,847	138	305	335	45%	75%	94	2.87	3.15	20	65	
Shale Slope		G8	7	1,953	1,775	178	460	493	39%	75%	118	5.43	5.82	20	115	
Left Hook		G9	7	1,905	1,777	128	320	345	40%	71%	55	1.77	1.91	20	40	
Doom & Gloom	partial	G10	6	1,924	1,678	246	635	681	39%	59%	146	9.27	4.18	8	30 ½ dens.	
	partial	G11	7	1,935	1,692	243	570	620	43%	65%	112	6.39	2.92	10	30 ½ dens.	
L. Whistler Bowl/Grande Fir	partial	G12	6	1,953	1,556	397	1,245	1,307	32%	75%	102	12.70	5.61	15	85	
Upper Whistler Bowl	partial	G13	6	2,173	1,944	229	670	708	34%	56%	114	7.67	3.41	15	50	
West Cirque	partial	G14	7	2,136	1,940	196	640	669	31%	105%	30	1.90	0.84	20	15	
Christmas Trees	partial	G15	7	1,925	1,675	250	520	577	48%	67%	258	13.43	6.27	10	65 ½ dens.	
Sneaky Pete	partial	G16	7	1,935	1,683	252	770	810	33%	65%	70	5.36	2.37	20	45	
Cockalorum/West Bowl	1/3 & partial	G17	7	1,969	1,686	283	690	746	41%	81%	116	7.99	1.21	20	25	
Bagel Bowl Right	1/3 & partial	G18	7	1,950	1,685	265	655	707	40%	94%	206	13.47	2.04	20	40	
Bagel Bowl Left	1/3 & partial	G19	5	1,905	1,702	203	555	591	37%	48%	47	2.59	0.39	30	10	
	1/3 & partial	G20	6	1,891	1,723	168	570	594	29%	63%	180	10.28	1.50	15	25	
Upper Peak to Creek	partial	G21	5	2,164	1,950	214	730	761	29%	51%	33	2.39	1.05	30	30	
Highway 86	partial	G22	5	1,683	1,445	238	1,720	1,736	14%	29%	11	1.90	0.81	30	25	
		G23	6	2,060	1,945	115	340	359	34%	45%	70	2.37	2.50	15	40	
Glacier Bowl		G24	6	2,055	1,916	139	405	428	34%	43%	142	5.74	6.07	15	90	
Total Lift G			24					16,097				72.38		1,285	770	

**TABLE V.3 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY – BUILDOUT**

Trail Name	Trail No.	Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Percent Slope		Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Skiers At Area		Lift at Area
			Top Meters	Bottom Meters				Avg.	Steep.				Total	Density	
<u>Lift H - Garbanzo Express</u>															
Raven		H1	5	1,674	1,545	129	455	473	28%	50%	52	2.36	2.45	30	75
Lower Raven		H2	6	1,565	1,485	80	270	282	30%	60%	61	1.64	1.71	15	25
Ptarmigan Left	2/3 area	H3	5	1,497	1,455	42	290	293	14%	23%	40	1.15	0.77	30	25
Ptarmigan	2/3 area	H4	5	1,520	1,095	425	1,500	1,559	28%	48%	50	7.45	5.16	30	155
Seppo's		H5	6	1,674	1,301	373	1,165	1,223	32%	64%	42	4.85	5.09	15	75
		H6	5	1,195	1,138	57	210	218	27%	38%	40	0.84	0.87	30	25
		H7	2	1,674	1,656	18	200	201	9%	9%	46	0.91	0.91	50	45
CNC Training Center	1/2 area	H8	3	1,660	1,545	115	380	397	30%	32%	91	3.44	1.80	40	70
Orange Peel/ Dave Murray	1/3 area	H9	4	1,674	1,433	241	1,140	1,165	21%	39%	43	4.88	1.66	40	65
Bear Paw	2/3 area	H10	4	1,429	1,068	361	1,150	1,205	31%	43%	45	5.18	3.62	40	145
Tokum	2/3 area	H11	5	1,350	1,090	260	730	775	36%	46%	63	4.57	3.23	30	95
In Deep		H12	6	1,295	1,178	117	340	360	34%	51%	29	1.00	1.06	4	5 1/4 dens.
Unsanctioned		H13	6	1,350	1,079	271	750	797	36%	57%	25	1.85	1.97	4	7 1/4 dens.
Side Order		H14	6	1,552	1,452	100	300	316	33%	46%	12	0.35	0.37	4	1 1/4 dens.
Club 21		H15	6	1,445	1,368	77	200	214	39%	44%	24	0.47	0.50	4	2 1/4 dens.
		H16	4	1,073	1,019	54	300	305	18%	24%	109	3.27	3.32	40	135
		H17	5	1,320	1,150	170	430	462	40%	49%	46	1.97	2.12	30	65
Upper Olympic	1/3 area	B1	3	1,428	1,044	384	1,580	1,626	24%	32%	59	9.25	3.17	40	125
Total Lift H			17	(not including B1)					10,246	(not including B1)		39.79		1,140	2,350
<u>Lift I - Olympic Chair</u>															
		I1	2	1,138	1,026	112	760	768	15%	17%	46	3.49	3.53	50	175
		I2	2	1,138	1,035	103	680	688	15%	20%	41	2.81	2.84	50	140
Total Lift I			2					1,456				6.37		315	630
<u>Lift K - Franz's Chair</u>															
Porcupine	1/3 area	E7	3	1,675	1,615	60	355	360	17%	31%	68	2.40	0.81	40	30
Fisheye	1/3 area	E8	3	1,713	1,582	131	590	604	22%	37%	38	2.23	0.76	40	30
Little Red Run	1/3 area	E9	3	1,716	1,617	99	340	354	29%	39%	34	1.17	0.41	40	15
Upper Franz's Creek	1/3 area	E10	3	1,735	1,601	134	500	518	27%	33%	55	2.76	0.95	40	40
Old Man	1/3 area	E11	3	1,740	1,580	160	680	699	24%	36%	34	2.33	0.80	40	30
Franz's Meadow	1/3 area	E12	6	1,710	1,580	130	495	512	26%	52%	69	3.42	1.18	15	20
		J1	3	1,995	1,782	213	840	867	25%	41%	60	5.04	5.20	40	210
Ridge Run		J2	3	1,900	1,782	118	510	523	23%	32%	68	3.48	3.57	40	145
		J3	6	1,963	1,842	121	665	676	18%	50%	18	1.22	1.24	15	20
		J4	6	1,928	1,840	88	175	196	50%	58%	138	2.41	2.70	15	40
		J5	7	1,956	1,879	77	260	271	30%	90%	58	1.51	1.57	20	30
		J6	6	1,980	1,800	180	650	674	28%	56%	131	8.53	8.85	15	135
		D40	6	2,015	1,855	160	480	506	33%	60%	148	7.09	7.47	4	30 1/4 dens.
Peak Chair-Little Red Traverse			3	1,780	1,756	24	290	291	8%	8%	9	0.27	0.27	40	10
Peak Chair-Franz's Meadow Traverse			3	1,775	1,727	48	520	522	9%	9%	14	0.75	0.75	40	30
Total Lift K			9	(not including partial trails)					4,527	(not including partial trails)		36.53		815	1,590

**TABLE V.3 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY - BUILDOUT**

Trail Name	Trail No.	Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Percent Slope Avg.	Slope Steep.	Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Skiers At Area		Lift at Area	
			Top Meters	Bottom Meters									Density	Total		
<u>Lift L - Orange Gondola</u>																
Crossroads	1/3 area	C1	4	1,270	1,188	82	595	601	14%	18%	9	0.55	0.28	40	10	
Falloway	1/3 area	C2	6	1,225	1,165	60	160	171	38%	55%	81	1.30	0.70	15	10	
Dave Murray Downhill	1/3 area	C3	5	1,225	655	570	2,375	2,442	24%	46%	46	10.91	5.61	30	170	
	1/3 area	C4	4	1,030	995	35	100	106	35%	40%	40	0.40	0.21	40	10	
	1/3 area	C5	4	1,000	856	144	540	559	27%	38%	53	2.85	1.48	40	60	
Mid & Lower Franz's	2/3 area	C7	4	1,434	775	659	2,250	2,345	29%	40%	50	11.26	7.82	40	315	
CNC Training Center	1/2 area	H8	3	1,660	1,545	115	380	397	30%	32%	91	3.44	1.80	40	70	
Orange Peel/ Dave Murray	1/3 area	H9	4	1,674	1,433	241	1,140	1,165	21%	39%	43	4.88	1.66	40	65	
Papoose	1/3 area	E13	3	1,662	1,590	72	470	475	15%	20%	51	2.42	0.41	40	15	
Banana Peel	1/3 area	E14	2	1,655	1,581	74	365	372	20%	27%	33	1.22	0.41	50	20	
Lower Pony Trail	1/3 area	E18	3	1,510	1,296	214	1,145	1,165	19%	30%	23	2.59	0.88	40	35	
Upper Insanity	1/3 area	E19	7	1,469	1,312	157	305	343	51%	69%	56	1.70	0.64	20	15	
Jimmy's Joker	1/3 area	E20	6	1,578	1,397	181	490	522	37%	52%	37	1.81	0.64	15	10	
Wild Card	1/3 area	E21	6	1,585	1,458	127	760	771	17%	50%	23	1.75	0.59	15	10	
Upper Franz's	1/3 area	E22	5	1,590	1,392	198	745	771	27%	43%	23	1.71	0.59	30	20	
Goat's Gully	1/3 area	E23	7	1,490	1,305	185	450	487	41%	70%	45	2.03	0.73	20	15	
Weasel		E24	6	1,330	1,261	69	370	376	19%	51%	18	0.66	0.67	15	10	
Mid Dave Murray	1/3 area	E25	4	1,433	1,296	137	640	654	21%	45%	37	2.39	0.81	40	35	
Total Lift L		1	(not including partial trails)						376	(not including partial trails)			25.92		895	1,320
<u>Lift M</u>																
	1/2 area	D5	7	1,936	1,725	211	570	608	37%	103%	128	7.31	3.90	10	40 ½ dens.	
Harvey's Harrow	1/2 area	D6	7	1,915	1,715	200	350	403	57%	96%	90	3.16	1.82	10	20 ½ dens.	
Robertson's	1/2 area	D7	7	1,925	1,700	225	470	521	48%	89%	209	9.83	5.45	10	55 ½ dens.	
Total Lift M		0	(not including partial trails)						0	(not including partial trails)			11.17		115	130
<u>Lift N - Symphony Express</u>																
Jeff's Ode to Joy		N1	3	2,030	1,528	502	2,370	2,423	21%	40%	58	13.74	14.04	40	560	
Upper Adiago		N2	4	1,910	1,623	287	1,255	1,287	23%	43%	33	4.12	4.23	40	170	
Lower Adiago		N3	3	1,632	1,528	104	695	703	15%	29%	24	1.67	1.69	40	70	
Glissando		N4	4	1,667	1,529	138	845	856	16%	26%	21	1.78	1.80	40	70	
	open bowl	N5	6	1,896	1,683	213	910	935	23%	54%	101	9.15	9.40	8	70 ½ dens.	
Rhapsody Bowl Left	open bowl	N6	7	1,934	1,720	214	705	737	30%	75%	82	5.79	6.05	10	60 ½ dens.	
Rhapsody Bowl Right	open bowl	N7	5	2,018	1,725	293	1,040	1,080	28%	47%	182	18.88	19.61	15	295 ½ dens.	
Total Lift N		7							8,021				56.82		1,295	1,610
<u>Lift O</u>																
		O1	6	1,753	1,536	217	880	906	25%	60%	42	3.66	3.77	15	55	
		O2	5	1,838	1,528	310	1,420	1,453	22%	48%	38	5.40	5.53	30	165	
	open bowl	O3	5	1,795	1,541	254	950	983	27%	48%	125	11.86	12.28	15	185 ½ dens.	
		O4	5	1,742	1,590	152	680	697	22%	35%	48	3.23	3.31	30	100	
		O5	5	2,010	1,635	375	2,110	2,143	18%	50%	41	8.65	8.79	30	265	
	open bowl	O6	5	1,857	1,639	218	1,000	1,023	22%	48%	64	6.39	6.54	15	100 ½ dens.	
		O7	7	1,909	1,810	99	190	214	52%	81%	66	1.25	1.41	20	30	
		O8	6	1,935	1,710	225	715	750	31%	57%	48	3.40	3.56	15	55	
		O9	7	1,906	1,720	186	360	405	52%	69%	102	3.67	4.13	20	85	
		O10	6	1,935	1,704	231	675	713	34%	63%	91	6.14	6.49	15	95	
		O11	7	2,000	1,706	294	625	691	47%	94%	211	13.19	14.58	20	290	
		O12	7	2,001	1,730	271	645	700	42%	81%	25	1.63	1.77	20	35	
		O13	7	2,000	1,739	261	625	677	42%	77%	141	8.84	9.58	20	190	
		O14	7	1,995	1,763	232	550	597	42%	80%	225	12.37	13.43	20	270	
		O15	6	2,009	1,894	115	430	445	27%	57%	93	3.99	4.13	15	60	
		O16	4	2,010	1,706	304	1,415	1,447	21%	42%	42	5.89	6.02	40	240	
Total Lift O		16							13,846				105.32		2,220	1,150

**TABLE V.3 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY - BUILDOUT**

Trail Name	Trail No.	Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Percent Slope Avg.	Slope Steep.	Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Skiers At Area		Lift at Area
			Top Meters	Bottom Meters									Density	Total	
<u>Lift P</u>															
	P1	4	1,729	1,504	225	840	870	27%	40%	39	3.30	3.42	40	135	
	P2	3	1,649	1,504	145	605	622	24%	36%	45	2.70	2.78	40	110	
	P3	3	1,596	1,530	66	245	254	27%	31%	51	1.24	1.28	40	50	
	P4	3	1,691	1,660	31	85	90	36%	36%	47	0.40	0.43	40	15	
	P5	6	1,725	1,660	65	180	191	36%	46%	42	0.75	0.80	15	10	
Jolly Green Giant	1/3 area F10	3	1,838	1,605	233	1,035	1,061	23%	32%	50	5.15	1.76	40	70	
Chipmunk Terrain Park	F14	4	1,650	1,576	74	350	358	21%	29%	46	1.60	1.64	40	65	
	F15	3	1,655	1,638	17	130	131	13%	13%	49	0.64	0.65	40	25	
Bobcat	F16	3	1,603	1,456	147	605	623	24%	37%	57	3.47	3.57	40	145	
Coyote	F17	4	1,560	1,456	104	450	462	23%	41%	40	1.78	1.83	40	75	
Green Acres Left	F18	4	1,738	1,488	250	915	949	27%	41%	55	5.05	5.24	40	210	
	F19	5	1,740	1,508	232	905	934	26%	45%	60	5.39	5.56	30	165	
	F20	3	1,845	1,738	107	550	560	19%	40%	48	2.63	2.68	40	105	
	F24	3	1,555	1,510	45	155	161	29%	39%	41	0.64	0.67	40	25	
	glades D34	7	1,781	1,614	167	420	452	40%	71%	44	1.85	1.99	10	20	½ dens.
Ratfink Right	glades D35	7	1,777	1,695	82	170	189	48%	79%	62	1.06	1.18	10	10	½ dens.
Ratfink	D36	6	1,835	1,635	200	860	883	23%	58%	37	3.20	3.29	15	50	
	glades D37	6	1,805	1,714	91	280	294	33%	53%	58	1.62	1.70	8	15	½ dens.
Marmot	D38	3	1,730	1,581	149	1,280	1,289	12%	17%	13	1.62	1.63	40	65	
Total Lift P	18	(not including partial trails)						9,312	(not including partial trails)			42.10		1,365	1,800
<u>Lift Q - Fitzsimmons Express</u>															
See Lift A Trails															
Total Lift Q	0							0				0.00		0	710
<u>Lift T</u>															
	T1	4	1,617	1,531	86	610	616	14%	26%	26	1.57	1.59	40	65	
	T2	5	1,493	1,033	460	1,680	1,742	27%	50%	45	7.57	7.85	30	235	
	T3	6	1,345	1,130	215	460	508	47%	63%	53	2.43	2.68	15	40	
	T4	6	1,631	1,033	598	1,670	1,774	36%	58%	47	7.81	8.30	15	125	
	T5	6	1,631	1,099	532	1,415	1,512	38%	55%	47	6.65	7.10	15	105	
	T6	6	1,455	1,246	209	615	650	34%	47%	44	2.70	2.85	15	45	
	T7	6	1,361	1,325	36	175	179	21%	21%	22	0.39	0.40	15	5	
	T8	4	1,166	1,075	91	605	612	15%	30%	20	1.19	1.20	40	50	
Total Lift T	8							7,591				31.97		670	1,220
<u>Lift U</u>															
	U1	5	1,968	1,683	285	1,590	1,615	18%	45%	11	1.76	1.79	30	55	
	U2	6	1,595	1,370	225	750	783	30%	55%	43	3.22	3.36	15	50	
	U3	7	1,725	1,365	360	1,045	1,105	34%	65%	46	4.79	5.07	20	100	
	U4	6	1,825	1,385	440	1,480	1,544	30%	65%	43	6.32	6.59	15	100	
	U5	5	1,770	1,412	358	1,330	1,377	27%	47%	53	7.04	7.29	30	220	
	U6	5	1,698	1,365	333	1,400	1,439	24%	48%	46	6.47	6.65	30	200	
Cockalorum/West Bowl	2/3 area G17	7	1,969	1,686	283	690	746	41%	81%	116	7.99	5.76	20	115	
Bagel Bowl Right	2/3 area G18	7	1,950	1,685	265	655	707	40%	94%	206	13.47	9.69	20	195	
Bagel Bowl Left	2/3 area G19	5	1,905	1,702	203	555	591	37%	48%	47	2.59	1.84	30	55	
	2/3 area G20	6	1,891	1,723	168	570	594	29%	63%	180	10.28	7.15	15	105	
Total Lift U	6	(not including partial trails)						7,864	(not including partial trails)			55.18		1,195	1,140

**TABLE V.3 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY - BUILDOUT**

Trail Name	Trail No.	Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Percent Slope Avg.	Slope Steep.	Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Skiers At Area		Lift at Area
			Top Meters	Bottom Meters									Total	Density	
<u>Lift V</u>															
	V1	5	1,828	1,195	633	1,955	2,055	32%	50%	48	9.35	9.83	30	295	
	V3	6	1,805	1,490	315	1,060	1,106	30%	55%	43	4.57	4.77	15	70	
	V3	7	1,545	1,210	335	985	1,040	34%	71%	42	4.17	4.40	20	90	
	V4	6	1,785	1,202	583	1,540	1,647	38%	60%	48	7.33	7.84	15	120	
	V5	6	1,820	1,295	525	1,490	1,580	35%	58%	44	6.58	6.98	15	105	
	V6	6	1,640	1,325	315	810	869	39%	53%	52	4.24	4.55	15	70	
	V7	6	1,404	1,300	104	480	491	22%	30%	39	1.86	1.90	15	30	
Total Lift V		7						8,788				40.27		780	1,590
<u>Lift W</u>															
	W1	4	1,444	662	782	2,785	2,893	28%	44%	43	12.06	12.53	40	500	
	W2	6	1,330	914	416	1,430	1,489	29%	54%	47	6.72	7.00	15	105	
	W3	3	1,444	854	590	2,790	2,852	21%	40%	35	9.86	10.08	40	405	
Dusty's Descent	G26	5	1,385	1,110	275	815	860	34%	43%	57	4.67	4.93	30	150	
	G27	6	1,145	985	160	710	728	23%	37%	50	3.57	3.66	15	55	
Home Run	G28	6	1,084	955	129	355	378	36%	42%	41	1.46	1.55	15	25	
Total Lift W		6						9,199				39.75		1,240	1,600
<u>Lift X</u>															
Southside Ski-out		3	1,014	605	409	3,680	3,703	11%	40%	12	4.36	4.39	40	175	
Total Lift X		1						3,703				4.39		175	0
<u>Lift Y</u>															
	Y1	5	1,365	1,195	170	780	798	22%	50%	42	3.25	3.33	30	100	
	Y2	3	1,367	1,010	357	1,525	1,566	23%	38%	41	6.26	6.43	40	255	
	Y3	3	1,197	1,010	187	950	968	20%	34%	39	3.69	3.76	40	150	
	Y4	5	1,187	1,044	143	555	573	26%	50%	39	2.18	2.25	30	70	
	Y5	6	1,305	1,165	140	270	304	52%	58%	55	1.48	1.67	15	25	
	Y6	6	1,341	1,076	265	825	867	32%	52%	43	3.52	3.70	15	55	
Total Lift Y		6						5,077				21.14		655	710
<u>Lift Z</u>															
	Z1	2	1,098	1,015	83	500	507	17%	30%	37	1.87	1.90	50	95	
	Z2	2	1,098	1,015	83	470	477	18%	26%	37	1.73	1.76	50	90	
Total Lift Z		2						984				3.66		185	410
<u>Olympic Beginner Zone</u>															
CLC Carpet		1	1,026	1,024	2	28	28	7%	7%	35	0.10	0.10	75	10	
CLC Handletow I		1	1,035	1,026	9	95	95	9%	9%	25	0.24	0.24	75	20	
CLC Handletow II		1	1,032	1,023	9	95	95	9%	9%	25	0.24	0.24	75	20	
CLC Backyard		1										0.45	75	35	
Walk-up zone		1										0.50	75	40	
Olympic Carpet I		1	1,026	1,023	3	40	40	8%	8%	30	0.12	0.12	75	10	
Olympic Carpet II		1	1,032	1,026	6	60	60	10%	10%	30	0.18	0.18	75	15	
Olympic Carpet III		1	1,033	1,026	7	60	60	12%	12%	60	0.36	0.36	75	25	
Olympic Carpet IV		1	1,047	1,024	23	170	172	14%	14%	34	0.57	0.58	75	45	
Total Beginner Zone		9						551				2.77		220	460

**TABLE V.3 CONT.
WHISTLER MOUNTAIN
SKI TRAIL INVENTORY - BUILDOUT**

Trail Name	Trail No.	Skill Class	Elevation		Total Vertical Meters	Horz. Dist. Meters	Slope Dist. Meters	Percent Slope Avg.	Slope Steep.	Avg. Width Meters	Horz. Area Ha.	Slope Area Ha.	Skiers At Area		Lift at Area
			Top Meters	Bottom Meters									Density	Total	
<u>Garbanzo Beginner Zone</u>															
Walk-up zone		1	1,676	1,672	4	60	60	7%	7%	40	0.24	0.24	75	20	
Short Carpet		1	1,672	1,667	5	70	70	7%	7%	35	0.25	0.25	75	20	
Long Carpet		1	1,676	1,656	20	170	171	12%	12%	35	0.60	0.60	75	45	
Total Beginner Zone	3						301					1.09		85	220
<u>Southside Beginner Zone</u>															
		1	1,025	1,013	12	170	170	7%	7%	35	0.60	0.60	75	45	
Total Beginner Zone	1						170					0.60		45	100
<u>Kadenwood Beginner Zone</u>															
		1	880	865	15	130	131	12%	12%	58	0.75	0.75	75	55	
Total Beginner Zone	1						131					0.75		55	120
<u>Other Trails</u>															
Upper Sidewinder	1	3	1,595	1,460	135	1,380	1,387	10%	9%	13	1.86	1.87	40	75	
Roundhouse-Peak Skiway	2	3	1,830	1,775	55	410	414	13%	13%	11	0.44	0.44	40	20	
Saddle-Burnt Stew	3	3	2,085	2,053	32	150	153	21%	21%	38	0.57	0.58	40	25	
skiway T2-W	6	5	1,465	1,430	35	245	247	14%	14%	57	1.40	1.41	30	40	
skiway from T	7	4	1,032	950	82	660	665	12%	12%	21	1.41	1.42	40	55	
skiway from T	8	4	1,033	925	108	410	424	26%	38%	33	1.35	1.40	40	55	
Skiway W-U	9	5	1,445	1,428	17	85	87	20%	20%	105	0.89	0.91	30	25	
		3	1,985	1,955	30	110	114	27%	27%	41	0.45	0.47	40	20	
Total Other Trails	8						3,491					8.50		315	
Total All Lifts	244						181.8 km					923.4 Ha		23,885	29,800

The Phase 17 ski trail balance, as listed in Table V.4 and illustrated in Plate V.1, indicates that Whistler Mountain will have excesses of low intermediate and expert terrain, quite similar to the existing balance, which has been quite successful over the years, supplemented by Blackcomb's amount of intermediate and high intermediate terrain.

**TABLE V.4
CUMULATIVE SKI TRAIL BALANCE STATEMENT
BUILDOUT**

Skill Classification	Hectares	Skiers	Balance	Ideal
1 Beginner	5.2	405	1.7%	5%
2 Novice	34.0	1,700	7.1%	10%
3 Low Intermediate	164.2	6,575	27.5%	20%
4 Intermediate	99.0	3,960	16.6%	30%
5 High Intermediate	162.6	4,315	18.1%	20%
6 Advanced	244.1	3,390	14.2%	10%
7 Expert	214.4	3,540	14.8%	5%
TOTALS	923.4	23,885	100%	100%

Average Density =	32.3	Skiers/Hectare
Optimum Density =	32.6	Skiers/Hectare
Weighted Demand =	4,587	VTM/Skier/Day

SKI TRAIL BALANCE - BUILDOUT

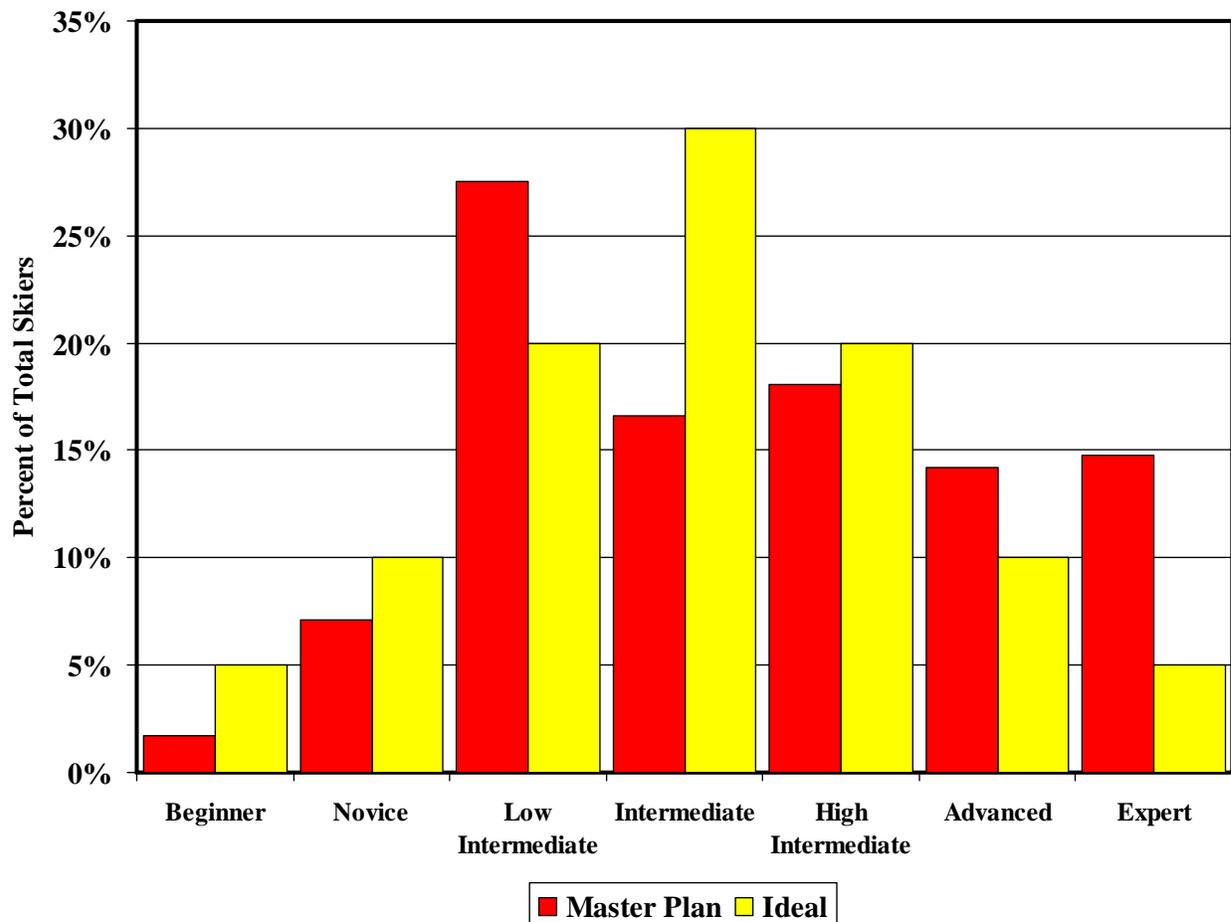


PLATE V.1

Table V.5 summarizes the Whistler Mountain Trail Balance by Lift System and Plate V.2 graphically illustrates the Lift vs. Trail Capacity. A number of ski pods appear to be slightly over lifted; however, this will reduce line-ups on peak days and provide a higher quality experience for the skier.

**TABLE V.5
WHISTLER MOUNTAIN
TRAIL BALANCE BY LIFT SYSTEM**

Lift No.	A & Q	B	C	D(R)	E	F(R)	G	H	I	K(R)	
Lift Name	Gondola & Fitzsimmons	Upper Village	Creekside Gondola	Harmony Express	Big Red Express	Emerald Express	The Garbanzo Peak	Garbanzo Express	Olympic	Franz's Express	
Lift Type	D10G/D4C-B	D8G	D6G	D8C	D4C	D6C	D4C	D4C	Combi	D4C	
Lift Capacity	1,460	2,880	790	1,950	1,560	2,240	770	2,350	630	1,590	Skiers/Day
Trail Capacity	1,125	1,315	430	2,580	2,060	1,310	1,285	1,140	315	815	Skiers/Day
Trails:Lifts	77%	46%	54%	132%	132%	58%	167%	49%	50%	51%	
Average Density	28.9	89.6	60.2	15.2	18.2	70.5	10.6	59.1	98.9	43.5	Skiers/Hectare
Optimum Density	43.6	41.6	33.9	27.2	31.6	41.6	20.7	34.0	50.0	31.7	Skiers/Hectare
Demand VTM	2,568	2,970	4,534	5,710	4,752	2,903	6,994	4,269	2,120	3,968	VTM/Skier/Day
Balance											
Beginner	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Novice	36%	27%	0%	0%	7%	18%	0%	4%	100%	0%	
Low Intermediate	64%	52%	0%	17%	31%	64%	2%	17%	0%	66%	
Intermediate	0%	11%	44%	21%	17%	17%	0%	30%	0%	0%	
High Intermediate	0%	10%	52%	7%	8%	2%	18%	39%	0%	0%	
Advanced	0%	0%	3%	23%	18%	0%	30%	10%	0%	30%	
Expert	0%	0%	0%	32%	19%	0%	50%	0%	0%	4%	
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	

Lift No.	L	M	N	Oa	P	T	U	V	W	Y	Z	
Lift Name	Orange Gondola	Robertson's	Symphony Express	Flute Peak	Yellow Express		Bagel Bowl	Upper Khyber	Big Timber	Whistler South	Whistler South	
Lift Type	D8G	4C	D4C	D6C	D4C	D4C	D6C	D4C	D8G	D6C	4C	
Lift Capacity	1,320	130	1,610	1,150	1,800	1,220	1,140	1,590	1,600	710	410	Skiers/Day
Trail Capacity	895	115	1,295	2,220	1,365	670	1,195	780	1,240	655	185	Skiers/Day
Trails:Lifts	68%	88%	80%	193%	76%	55%	105%	49%	78%	92%	45%	
Average Density	50.9	11.6	28.3	10.9	42.8	38.2	20.7	39.5	40.3	33.6	112.0	Skiers/Hectare
Optimum Density	36.3	20.0	35.4	25.2	37.0	24.6	23.4	21.3	35.1	34.4	50.0	Skiers/Hectare
Demand VTM	4,140	8,475	3,945	6,419	3,729	5,265	6,429	5,907	3,943	3,791	2,120	VTM/Skier/Day
Balance												
Beginner	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Novice	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
Low Intermediate	13%	0%	49%	0%	45%	0%	0%	0%	33%	62%	0%	
Intermediate	55%	0%	19%	11%	36%	17%	0%	0%	40%	0%	0%	
High Intermediate	21%	0%	23%	37%	12%	35%	44%	38%	12%	26%	0%	
Advanced	4%	0%	5%	12%	5%	48%	21%	51%	15%	12%	0%	
Expert	3%	100%	5%	41%	2%	0%	34%	12%	0%	0%	0%	
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	

LIFT VS TRAIL CAPACITY

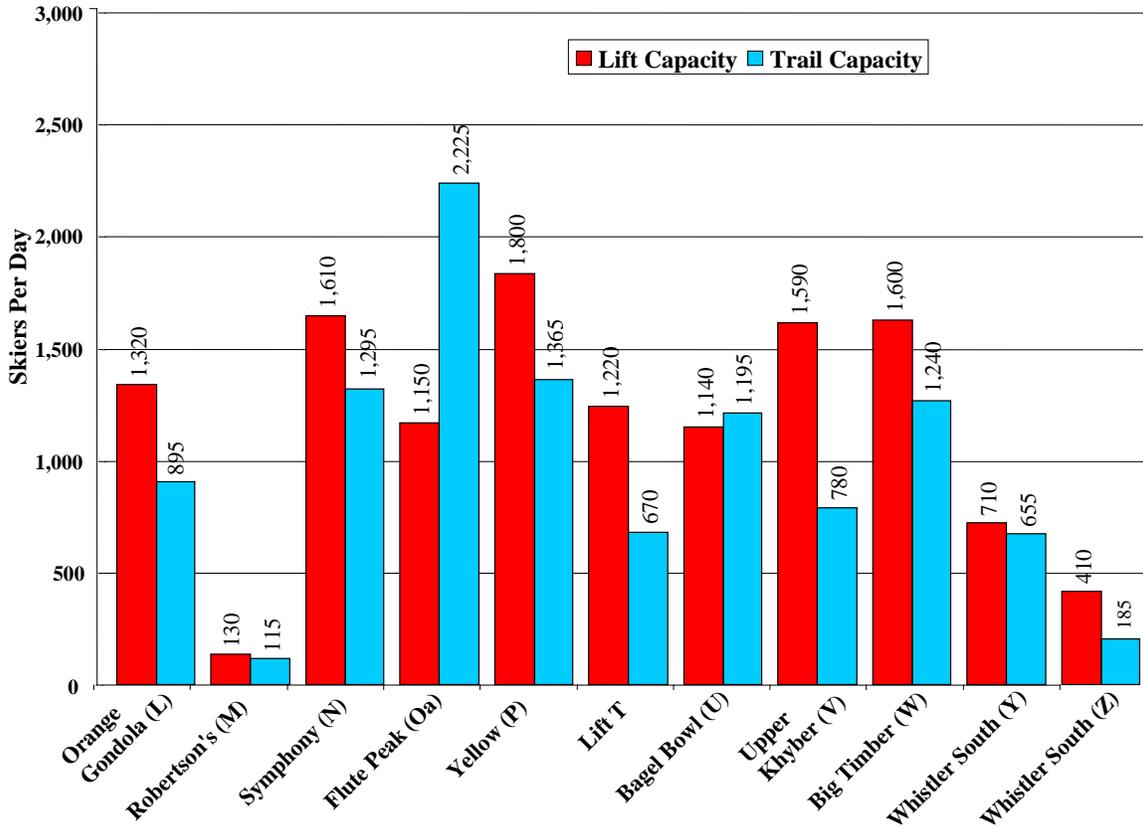
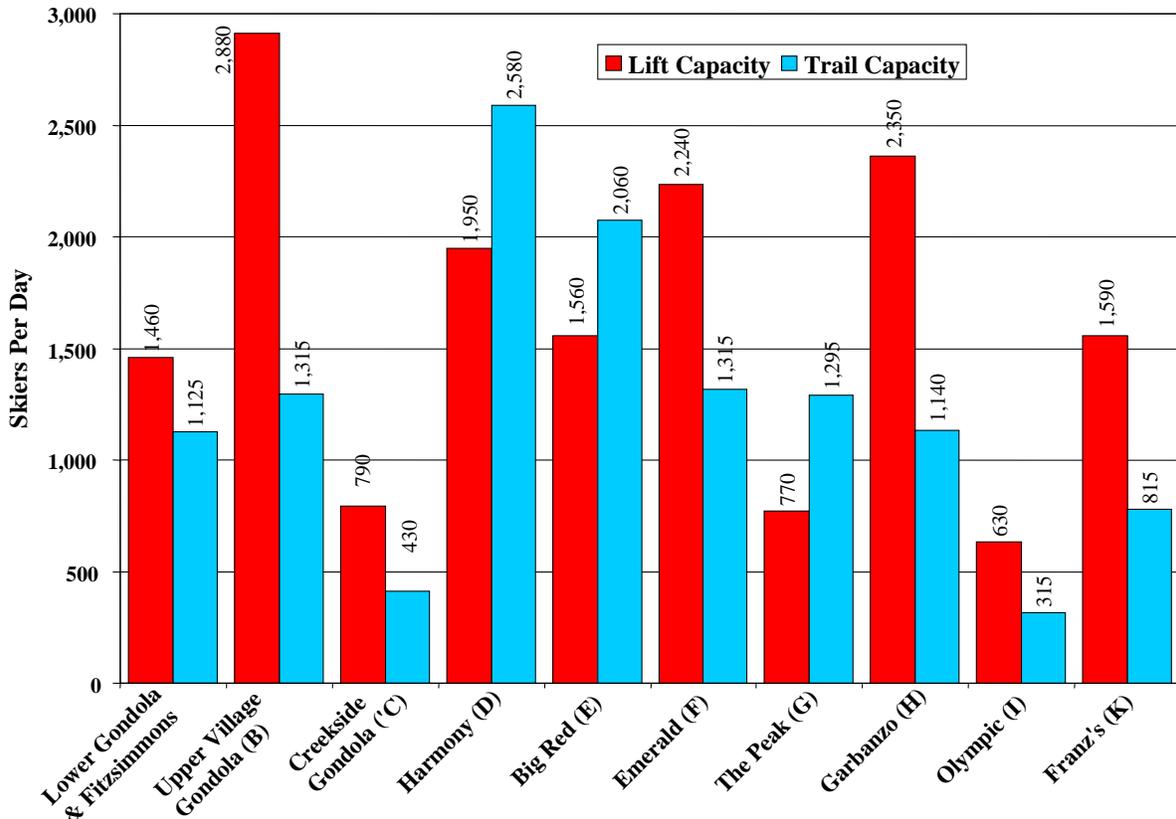


PLATE V.2

.6 Snowmaking

Ski areas are generally considered to be feasible if there is at least a 90 percent probability of a 60 to 75 cm snowpack by December 15. It is important that a ski area as large as Whistler Mountain, with its associated destination tourist facilities, have a reliable, guaranteed snowpack early in December.

Snowmaking below 1,600 metres elevation on the west side and 1,325 metres on the north side of Whistler Mountain will help to ensure that early December and late April skiing to the valley will be possible. Snowmaking on the upper mountain ensures that there is a skiable snowpack present during low snow periods like those experienced up to Christmas (& beyond in 2008/09) and during several of the last few years. The Inventory section details the existing snowmaking system, including the 119 hectares currently covered by snowmaking. In the future, Whistler proposes to expand the snowmaking system significantly to increase the number of below tree line runs covered to provide more skiable terrain in those times of low snowpack. Routes currently anticipated to require snowmaking coverage in the future are shown on the proposed snowmaking map (Figure 15).

As illustrated, the proposed snowmaking system would cover approximately 176 hectares; an increase of about 57 hectares (48%) over the existing system. In times of extremely low snowpack, skiing would be possible on most of the lower mountain and one or two runs on each of the lifts below the alpine. Snowmaking would also be provided on key connector trails such as Pika's Traverse.

Whistler Mountain currently holds water licenses totalling approximately 6.5 million cubic metres per year (1,717 million US gallons or 5,270 acre-feet) more than three times the current annual usage which ranges from 265,000 m³ (70 million US gallons) to 568,000 m³ (150 million US gallons) depending on the season. Therefore, there is more than enough capacity within the existing water licenses to handle the proposed 48% increase in snowmaking coverage. As the system expands, more pump stations, compressor buildings, valve stations, water intakes, etc. will be needed. The exact size and location of these facilities will be determined during detailed design of the snowmaking system. As part of this expansion, the existing snowmaking reservoirs may need to be reconfigured to accommodate larger water capacities. A third reservoir will be needed in the Westside/Southside area. Two potential sites have been indicated on the plan, however, neither of these sites have been confirmed in the field. As unforeseen circumstances arise, such as market changes, operational changes and climate change, it may be also be necessary to install snowmaking on trails not detailed on the included map to ensure optimal operations and guest satisfaction.

.7 On-Mountain Buildings

Design Day

To assist in the planning of skier service facilities, the number of skiers/boarders (the Skier Carrying Capacity/SCC) that would be skiing on the mountain on a “Design Day” needs to be determined. The design day is chosen to represent the average business levels expected during the high season. This is not the “Peak Day” experienced during the season since if facilities were designed for the peak day, they would be under-utilized for the balance of the season. For Whistler Blackcomb, “Design Day” has been selected as the average of the top fifteen skier visit days of the ski season, which means that level of visits can be expected to be exceeded just 8 to 10 times per year. On days when the skier visits exceed the Design Day, the facilities will feel somewhat crowded or stressed. If this only happens during the busiest holiday periods such as Christmas or President’s Week when skiers and guests expect facilities to be full, it will be tolerated. If however, the crowding occurs on “typical” weekends during the peak winter seasons, then people become annoyed and may not return.

With current patterns of visitation, the average of the top fifteen busiest days is approximately equal to 80% of the skier visits on the peak day. If annual visit levels increase from 2.1 million skier visits to 2.8 million skier visits and peak day visits increase accordingly, then the two mountains combined could see peak days in the range of 37,000 skiers per day at buildout. Based on the available lift and terrain capacity on each mountain at build out and the future staging lifts proposed for each mountain, we project that about 22,200 (60%) of these skiers would be skiing on Whistler Mountain and 14,800 skiers would be on Blackcomb Mountain. Assuming the same relationship of 80% of expected peak day, the “Design Day” for Whistler Mountain would be approximately 17,760 skiers at buildout. For food service seating Whistler Blackcomb’s goal is to provide food service seats for 70-75% of the anticipated peak day skiers. This target is at the upper end of the 65 to 75% range generally recommended for most ski areas and should provide skiers at Whistler Blackcomb with a high level of service.

Skier Service Buildings/Restaurants

A significant element in ensuring a positive skier experience is the placement and sizing of restaurants in convenient and logical locations throughout the mountain. As previously discussed, with the addition of new lifts there will be an associated requirement for new restaurant facilities and/or the upgrading of existing facilities to provide adequate service for skiers. Anticipated sizes and locations of the mountain restaurants by phase were described in the general description of each development phase and are summarized below.

As mentioned in the Inventory section of this report, Whistler Mountain currently operates 2,534 indoor seats and 1,184 outdoor seats for food service seating, including 1,928 indoor seats on-mountain and 690 outdoor seats on-mountain, with a significant shortage of on-mountain seats. Other than the three proposed new staging lifts, all future lift and trail development will be limited to the upper mountain, therefore it is anticipated that the vast majority of the additional skiers will be skiing on the upper mountain and a significant increase in upper mountain restaurant seats is required.

Several new food service facilities are proposed for the Whistler Mountain skiing complex, ranging in size from about 50 seats to 500 seats. These facilities will include restrooms and may also include space for guest services, ski school, ski rental (for exchanging gear), accessory retail, ski patrol or employee facilities depending on the location. In both planning and implementation, the general goal is to locate mountain restaurants in close proximity to the terrain that skiers are skiing so that they do not have to spend a large part of their ski day travelling back and forth to the warming and lunch facilities. Careful restaurant site location can result in less traffic on selected lifts and trails during the pre-lunch and post-lunch periods, as well as better utilization of the more remote skiing zones since skiers are less likely to come back to these areas after lunch if it is a long distance from their lunch spot. The proposed restaurant sites are shown graphically in Figure 14a and described briefly below. A range of sizes has been suggested for many of the sites, the actual number of seats will be determined at the design stage. If some of the restaurants are built at the larger end of the range, all of the sites may not be needed.

The Symphony Bowl/Flute Peak area is fairly remote from the rest of the existing ski area and therefore if food service and warming facilities were provided, skiers would be encouraged to stay longer in this general zone. The saddle between Piccolo and Flute peaks has spectacular vistas and is more protected from the weather than the peaks. This would be an ideal site for a small food service facility of 100 to 150 indoor seats with a moderate size deck for outdoor seating. As described in a later section, this facility is also proposed to have a small lodge component, with several beds for overnight accommodation. A small (50+) seat warming facility (with restrooms) located at the bottom of Symphony Bowl and equipped with vending machines or limited food service is also proposed for this zone.

The small Harmony Tea House at the top of the Harmony lift will be replaced by a small mountain restaurant on the small peak just east of the existing hut. The new facility will be similar in size to the Crystal hut on Blackcomb (100 to 150 seats) and have spectacular views in all directions. The Tea House will be turned over to ski patrol use to provide a “base” for rescue on much of the upper mountain.

A larger restaurant is proposed close to the bottom of the Harmony chair where there is room to provide a full food service facility for most of the Harmony zone and much of the Symphony/Flute zone, due to the smaller facilities planned there. There should be a big demand in this area as the combined SCC of Flute, Symphony, and Harmony is almost 5,000 skiers per day. A facility of 400 to 500 indoor seats may eventually be required in this location, however, it could be built in two phases, perhaps 250+ seats first and the balance provided at a later date.

A small restaurant is proposed at the top of the Peak chair. This location has been identified in the Whistler Mountain plans for many years and still remains an exceptional location for a restaurant “at the top” that would be popular for both summer sightseers and winter skiers. The views are fantastic with Black Tusk in the foreground and the ability to see as far as Howe Sound on clear days. A facility of approximately 100 to 150 indoor seats is proposed. This site is also been considered for a small on mountain lodging component.

The Olympic Meadows area has limited food services yet there is a large number of skiers based in this area including return cycle skiing (on the Village Gondola, Garbanzo and Fitzsimmons), beginner skiers in the Olympic zone and youth racers training in the Dave Murray Training Centre. Although children under twelve in ski school eat at the Children’s Learning Centre (CLC), other skiers in this zone must move to the top or bottom of the gondola to get food. A new facility could be located adjacent to or on top of the existing gondola building and would likely need 150 to 250 indoor seats.

A new food service facility with approximately 400 to 500 indoor seats is proposed for the top of the new Orange Gondola. This facility will be located near the existing fuel depot, with views to the south, including towards Whistler Peak. The restaurant would be directly accessible from Creekside by gondola for both skiers and pedestrians, making it ideal for holding dinners and functions of a smaller scale than those held at the Roundhouse. The building should have a sizeable deck area and could provide some indoor space for accessory retail, rental exchange, ski school/guest services, etc.

To support the creation of the new Learning Centre adjacent to the top of the Garbanzo lift, restrooms, warming space and a ski school lunch space are also required. These uses could be located in the existing Whistler Mountain Ski Club (WMSC) building and/or the proposed Orange Gondola restaurant. If the existing WMSC cabin is used for this purpose, Whistler would construct replacement space for WMSC in the area. The cabin could then either be expanded to accommodate all the space needed for lunches, or used for restrooms and warming, with the lunch space provided within the Orange restaurant. The children’s lunch area should contain approximately 75 to 100 seats and a small kitchen.

The existing Raven's Nest restaurant at mid station occupies what once was an old house at the top of the original Whistler gondola. With only 65 indoor seats, this facility is undersized for the area. A new facility containing approximately 300 to 400 indoor seats and a large deck area containing approximately 150 seats is proposed to replace the existing building.

Dusty's Bar and Café at Creekside currently contain 69% of the Whistler Mountain indoor restaurant seats in the valley. An additional 90 seats in the Whistler Kid's facility are used to feed children in ski school. In addition, there are other food and beverage facilities located in the commercial space at Creekside that are close enough to the lifts for skiers to use at lunch. No increase in food service space operated by Whistler Blackcomb is anticipated in the Creekside area.

The Westside expansion accommodates a significant number of skiers in a new zone that will require its own mountain restaurants. A small 75-150 seat mountain restaurant is proposed for the top of the proposed Bagel Bowl lift and a larger 300-400 seat facility is proposed for the bottom of the Bagel Bowl lift to capture and keep Westside skiers on this part of the mountain. The South Base will also contain a food service facility in its daylodge, containing about 100-200 seats, space for Children's ski school and staging facilities for day skiers such as ticket sales and equipment rentals.

In summary, many sites have been identified for food service and other skier service facilities, both on-mountain and in the base. To ensure a high level of service even during peak holiday periods, it is Whistler Blackcomb's goal to provide food service seats for 70-75% of the anticipated peak day skiers. This target is at the upper end of the 65 to 75% range generally recommended for most ski areas. Assuming a peak day of about 22,200 skiers and assuming an average of 3 turns per seat during the lunch time rush, approximately 5,550 seats are required (more than double the existing 2,534 indoor seats). The locations and size ranges described above will provide sufficient additional seats to meet this target. The exact size and location of each food service facility (whether new or expanded) however, will be determined at the detailed planning stage, immediately in advance of construction. The goal will be to provide sufficient food service seats to meet guest requirements and to create new and unique dining experiences on the mountain.

Overall Skier Service Floorspace

As described in the Inventory Section of this report, the skier service facilities needed at a ski resort can be separated into 12 functions grouped into three categories; Staging Facilities which skiers need as they arrive at the ski area prior to starting skiing, Commercial Facilities which are needed throughout the day and

Operational Facilities which support the operation. To estimate the overall skier service floorspace recommended for Whistler Mountain at buildout, Ecosign has adjusted our resort standards to capture Whistler Blackcomb's service goals and applied them to the anticipated Design Day at Buildout of 17,760 skiers. As shown in Table V.6, the total recommended functional space at buildout for Whistler Mountain is approximately 21,120 square metres. Given the existing skier floorspace and its allocations, approximately 8,230 square metres of new skier service floorspace is required, which when making an allowance for space for circulation, mechanical and electrical equipment and storage, translates into a need for approximately 10,285 m² of new built space.

In a resort with significant commercial space surrounding the valley staging lifts, other businesses could provide some of the staging requirements such as equipment rentals or the resort operator could lease commercial space for skier services instead of construction new buildings. New staging facilities will be required at Creekside to service the additional skiers staging through this portal once the Orange or Big Timber gondola is constructed. It is expected this space will be provided within the existing commercial buildings at Creekside. Increases in the proportion of these services that are pre booked (seasons passes, tickets, ski school, rentals) could reduce the amount of floorspace needed at the lift base, while an increased proportion of skiers arriving by transit may increase the demand for public locker space. Detailed requirements will be developed when the lifts are planned to go in.

The South Base will have a daylodge that will provide staging facilities for those skiers originating from the parking or accommodation located at this base.

**TABLE V.6
WHISTLER MOUNTAIN
SKIER SERVICE FLOORSPEACE PROGRAMMING
DESIGN DAY = 17,760 SKIERS**

	Modified Resort Area Standards m²/skier	Recommended Total Floor Space m²	Existing Floor space m²	New Floor Space Needed m²
Staging Facilities				
Ticket Sales	0.014	247	122	125
Public Lockers	0.111	1,980	552	1,428
Equipment Rental & Repair	0.093	1,650	1,182	468
Guest Services / Ski School	0.046	825	314	511
Children's Programs/Daycare	0.046	825	625	200
Sub-total Staging	0.311	5,527	2,795	2,732
Commercial Facilities				
Food & Beverage Seating	0.375	6,660	3,619	3,041
Kitchen & Scramble	0.174	3,094	1,452	1,642
Rest Rooms	0.087	1,547	982	565
Accessory Retail	0.070	1,237	1,405	- 167
Sub-total Commercial	0.706	12,538	7,457	5,081
Operational Facilities				
Administration	0.093	1,650	1,583	67
Employee Facilities ¹	0.046	825	1,439	n.a.
First Aid & Ski Patrol	0.033	577	229	348
Sub Total Operational	0.172	3,052	3,251	415
Total Functional Space	1.189	21,118	13,504	8,228
Storage	0.119	2,112	919	823
Mechanical/Circulation/Walls/Waste	0.178	3,168	1,582	1,234
Total Skier Service Space	1.486	26,397	16,005	10,285

Operations and Other Buildings

In addition to skier service buildings and buildings associated with lifts, a ski area needs many other buildings for operations. These include, but are not limited to maintenance shop, lift maintenance, snowmaking operations (pumphouse, compressors, valve houses, hose drying space, etc.), storage, race course support (start shacks, timing, etc), patrol “huts”, outdoor adventure tourism centres, etc.

As mentioned previously, the Whistler fuel depot will be moved from its current position to the flats just below Pig Alley. This will be expanded over time to accommodate the future needs as the ski area expands. As terrain expands and the skiable area increases, the maintenance shop will need to be expanded to accommodate the larger operations and maintenance group (not only maintaining grooming machines, but also snowmobiles, wood shop, parts room, metal shop, sign shop, building maintenance, etc.). Due to lack of space at the current site, a second

site will be required to accommodate the necessary expansion. Mountain operations has identified a site known as the Red Chair flats, near the bottom of Banana Peel, that is large enough to accommodate a satellite facility or a full service shop. This site is centrally located and will allow access to the new Westside area. There is also sufficient land to provide a road accessible maintenance facility at the South base.



Alpine Maintenance Shop

As mentioned previously, buildings associated with snowmaking expansion will be designed and located when detailed design of snowmaking systems are performed. These will likely be located adjacent to the existing or proposed snowmaking coverage as shown in the Proposed Snowmaking Map (Figure 15). Small buildings for grip maintenance are proposed adjacent to either the top or bottom terminal of the detachable lifts. These on-site grip maintenance sheds allow the mandatory grip maintenance to be carried out on an ongoing basis throughout the ski season, as opposed to having the chairs moved off-site for grip maintenance in the off season.

The smaller buildings are both permanent and temporary in nature and are typically located, designed and built as the need arises (and the need is not always foreseen). Ticket sales, storage, employee facilities, etc., for adventure tourism activities will also be needed as Whistler accepts proposals for those types of activities to be located within their CRA.

Mountain Lodges

In the backcountry surrounding Whistler Blackcomb, there are several small alpine cabins with sleeping spaces allowing hikers and backcountry skiers to spend one or several nights while enjoying the outdoors. Blackcomb would like to create a small mountain lodge for their guests within their CRA. This type of facility would enable Whistler Blackcomb to offer skiers who don't have backcountry skills the unique experience of staying in a secluded high alpine back country lodge. It is anticipated that this facility will contain a small restaurant kitchen for morning breakfast, lunch during the day and evening dining, as well as 35 to 50 indoor seats for day use to compliment the accommodation facilities. The food service facilities could be used by ski area guests, backcountry skiers beginning or finishing the Spearhead Traverse or by sight seeing guests who would be brought to the facility by snowcat.

Whistler Blackcomb has identified two potential sites for a small mountain in the Symphony Bowl Area. The first site is on the saddle between Piccolo peak and Flute peak to provide food services during the day and limited sleeping facilities at night. This site is somewhat secluded and provides dramatic panoramic views in almost every direction. The second site is nestled in the trees just below the flat area at the bottom of Flute Bowl. The small proposed mountain restaurant at the top of the Peak Chair would also be a spectacular location to provide some on mountain lodging.

.8 Controlled Recreation Boundary (CRA)

The existing Controlled Recreation Boundary (CRA), is shown graphically on most of the Master Plan maps including the Existing Area Map and the Mountain Master Plan Map. The current CRA boundary is based on several amendments and clarifications to the CRA made over a number of years. There are no anticipated adjustments needed to the CRA to allow Whistler Mountain to accomplish its recreational and business goals, as outlined in the 2010 Whistler Mountain Master Plan Update.

.9 Other On-Mountain Activities

Although alpine skiing/snowboarding is the chief form of recreation offered on Whistler Mountain, many other on-mountain activities are now offered to Whistler's visitors during both the summer and winter seasons. One factor which has contributed to Whistler's success is the variety of activities that are available for resort visitors and local residents. Supplemental activities in winter have increased the attractiveness of Whistler to visitors who are not necessarily "hard-core" skiers and snowboarders.

Winter Recreation

Non-skiing guests and those who wish to spend only a portion of their winter vacation skiing or snowboarding, have many other activity options during the day and evening. Many of these activities occur in the village and on the valley floor, however, several activities take place on the mountain to allow non-skiing visitors to enjoy the alpine experience. The success of Vail's Adventure Ridge, mountain-top dining in the evening, and snow tubing now provided at many areas across North America help illustrate the desire of guests for more varied activities. Expansion of the existing alternative recreational activities and the addition of new activities will help to provide guests with a well rounded winter recreation experience.

Alternative on-mountain winter activities at Whistler Mountain include snowshoeing and dog sledding, and in the past have included ice skating, cross-country skiing, etc. Whistler may choose to offer more of these activities in the future. Dining and sightseeing are also currently offered for non-skiers, with the possibility of using both mountains with the installation of the PEAK 2 PEAK Gondola in December 2008. Blackcomb Mountain currently offers snowmobile tours. Snowmobile tours could also occur on Whistler Mountain, with possible alpine destinations (huts and/or restaurants) being used in the future at Symphony Bowl, Harmony, or in the Westside expansion. Night skiing is also a possibility if demand warrants.

As described earlier, the area surrounding Olympic Station is planned to become an on-mountain "adventure centre" offering other recreational activities that complement the winter skiing use and the summer mountain biking. Recreational pursuits that can take advantage of the existing and proposed buildings, as well as the large expanse of gently sloping land around Olympic Station will be developed. Although there are large numbers of people milling around this area during both the winter and summer (many mountain bikers disembarking from the gondola), there is some land that could be used for other activities without interfering with the prime skiing or mountain biking functions.

Summer Recreation

Summer activities are extremely important to the success of the overall recreational facility and the resort destination. These activities make use of the infrastructure and accommodation facilities in place for winter recreation. Although summer activities are more concentrated in the Village and the valley floor than the winter season activities, most visitors currently make at least one trip to the top of the mountain via the existing ski lifts, primarily for sightseeing and hiking. In addition to sightseeing, hiking and mountain biking which is discussed below, the number and types of activities offered on the mountain have increased in the last few years.

There are interpretative nature walks, guided wildlife viewing, horseback riding, snowshoeing in the spring, snowcat rides, horseback riding, mountain biking, ATV tours, skiing (on Blackcomb's glacier), paragliding, concerts, etc. Many of these activities use the unique environment and scenic backdrop of the mountain to provide a special experience for resort visitors. As these activities have emerged over the past years, we anticipate that new on-mountain activities will be more in demand in the future. Whistler Mountain intends to expand existing activities and offer further on-mountain activities in response to market demand. The following list provides suggestions of some of the activities that Whistler may propose to stage on the mountain in the future but is not meant to preclude the addition of other activities that are complementary to the overall Whistler Mountain experience. Figure 16 graphically illustrates the Whistler Mountain Summer Recreation Plan.

Possible Future On-Mountain Activities

- Conference Facilities (in Mountain Restaurants)
- Small Accommodation facilities for retreats, etc.
- Cross Country Skiing
- Snowmobile Rides
- Snowshoeing
- Night Skiing
- Horse Drawn Wagons/Sleighs
- Additional Food Facilities
- Alpine Slide
- Water Slide
- Skating Rink
- Mini Golf
- Disc Golf
- Tubing
- Rock Climbing
- Outdoors School/Camps
- Ziplines/Rope Courses/Tree Canopy Adventures

Lift Serviced Mountain Biking

In the past twelve years, it has been lift serviced mountain biking that has caused exponential growth in Whistler Mountain's summer visitation. With over 200 kilometres of trails, the Whistler Mountain Bike Park is the one of the largest parks in North America has plans to keep expanding to meet the growing number of riders. Whistler Blackcomb's vision of mountain biking in the long term involves a carefully considered expansion of trails within the areas outlined in Figure 16 Whistler Mountain Summer Recreation Plan. Trails will be developed with the intent of managing bike traffic and minimizing bottlenecks in access and egress. Care will be

taken to locate trails to avoid environmentally sensitive areas or wildlife habitats. The options for mountain biking need to continue to be developed for all skill levels – more trails for experts while also focusing on more interesting/new trails for intermediate riders that will encourage skill progression. In addition, the existing learning area for beginners near Olympic Station needs to be improved and expanded. The areas of new trail development include:

Garbanzo Zone:

- Expansion of intermediate trail options

Peak Zone:

- Introduction of high alpine riding on trails accessed via the Peak Chair
- Trails would be developed in phases, starting at the top of the Peak Chair flowing down toward the direction of Khyber Pass, continuing down to Highway 86 and connecting back to the Garbanzo Zone trails.
- Trails would also be developed and maintained in the Peak to Creek area.

Creekside zone:

- Development of trails leading from the Garbanzo zone (accessed via the Garbanzo Lift) over towards Franz’ and down to the Creekside base.
- Trails to be built in phases with return to the Village initially via shuttle bus and eventually via the Creekside Gondola lift.
- The Creekside Gondola area may also be used to complete an uphill hiking trail with lift downhill offering a “Grouse Grind” experience, an expansion that would assist the economic development of the Creekside area.

.10 Spearhead/Fitzsimmons Hut System

Both Whistler and Blackcomb Mountains are highly supportive of the proposed Spearhead/Fitzsimmons Hut System. The Hut System is being proposed by non government organizations (NGO’s) led by the Alpine Club of Canada, Whistler Section. A system of three huts was proposed by the BC Mountaineering Club (BCMC) in 1965 and one hut was built at Russet Lake near Singing Pass. The Singing Pass area has magnificent views of the Fitzsimmons and Spearhead Mountain ranges and the Cheakamus Glacier. Some of the area is accessible by the alpine route crossing Piccolo, Flute and Oboe summits on a route known as the Musical Bumps.

The Russet Lake Hut is also referred to as the Himmelsbach Hut named after Werner Himmelsbach who did much of the work in constructing the hut. The Himmelsbach Hut at Russet Lake can accommodate twelve people, although a busy Saturday night often experiences twenty with some having to sleep outside in tents.

The main object of the Spearhead/Fitzsimmons Hut system is to provide access to a wide variety of outdoor enthusiasts while providing shelter and overnight accommodation in appropriate locations that allows people to ski or hike the

Spearhead Traverse in all seasons. The Spearhead Traverse is about 42 kilometres from the top of the Showcase T-bar on Blackcomb to the bottom of Whistler Village via the Singing Pass Trail. This is one of THE classic ski tour routes in North America with most skiers taking 2 to 3 days to complete the tour from Blackcomb to Whistler Village via the Spearhead and Fitzsimmons ranges. It is a high elevation traverse that stays above 1,825 metres (6,000 ft.) for almost the whole route, crossing 13 glaciers en-route.

The Alpine Club of Canada is identifying a number of potential sites for the locations of the huts. On the Blackcomb side, one leading site is a hut at Circle Lake, which is a spectacular site about 3-4 hours hike in the summer from the Rendezvous Restaurant. The Circle Lake Hut is in the planning phase. On the SW side (Whistler side), the likely location for the first hut on that side is a replacement of the Himmelsbach Hut at Russet Lake. It is ideally situated as a summer and winter destination. One or two more huts are planned and their locations are currently in discussion between the ACC, BCMC and other NGO's and Garibaldi Provincial Park authorities.

Whistler Blackcomb's role is a pragmatic ongoing one. Since the early 1990's, they have worked closely with BC Parks on developing a seamless trail system between the CRA and Park. High Note, Decker and Overlord trails are some of the results of this working relationship; a relationship that is recognized in the Province as a model of cooperation for improving park access for British Columbians. Whistler Blackcomb have been in discussion with Parks for some time on the next steps to continue the trail development to include the connection of the Musical Bumps into Cheakamus Lake and the Upper Spearhead connector. Whistler Blackcomb's primary interest is continuing the trail development with public support and the right financial mechanisms.

Whistler and Blackcomb Mountains are supportive of this NGO endeavour with consultation and respect of BC Parks master planning and referral process, as they are in a position to play a role providing transport of recreationists to reduce the long approach time through the coastal forest up to the sub-alpine and alpine zones. The Whistler Blackcomb lift systems provide access in winter and summer. In the winter season, access from the Blackcomb side is from the top of the Showcase T-Bar and from the Whistler side from the top of the Symphony Express Chair on the top of Piccolo summit. In the summer, lift assisted access is to the Roundhouse Lodge on Whistler Mountain or from the Rendezvous Lodge on Blackcomb.

VI. BASE AREA FACILITIES

The purpose of this section of the report is to outline the base facilities that are required to support the planned expansion of Whistler Mountain, as described in the Mountain Facilities section.

.1 Valley Staging Overview

In the Development Analysis section, we outlined the potential for peak days with skier visits in the order of 34,100 to 39,300 skiers. As outlined in Table VI.1, only about 12,830 skiers will be coming from accommodation within walking distance of the Creekside or Whistler Village bases. The remaining skiers will need to either drive or take public transit to reach the lifts.

**TABLE VI.1
PEAK DAY SKIER ORIGINS AT BUILDOUT**

	Developed Bed Units at Buildout					Skiers
	Hotel Hostel Pension	TA Camp- ground	Multi Family	Single Family Duplex	Resident Restricted	
South of Creekside	344	946	2,518	3,090	2,312	3,261
Creekside	-	1,746	858	1,836	322	2,017
Between Creekside & Village	176	1,104	3,487	4,092	543	3,457
Whistler Village	3,869	585	392	-	-	3,325
Upper Village	1,674	3,491	3,317	288	946	5,142
Village North	1,390	889	1,831	-	29	2,346
North of Village North	1,092	521	3,051	11,904	2,592	6,025
Totals	8,545	9,282	15,454	21,210	6,744	25,573
<i>Day Skiers from Outside Whistler - 20 to 25% of all skiers</i>					6,819 to 9,836	
<i>Weekend & Destination Skiers on First Day of Trip - 5 to 10% of all skiers</i>					1,705 to 3,934	
Total Skiers					34,097 to 39,343	

Skier Parking

Due to the large number of skiers originating from accommodation beyond skier walking distance of a valley staging lift or from outside of Whistler, skier parking will continue to play an important role in ensuring an adequate supply of skiers to Whistler and Blackcomb Mountains. Whistler Blackcomb currently controls and operates skier parking facilities at Creekside and on the Blackcomb Benchlands in Lots 6, 7 and 8. The Creekside parkade contains 1,268 stalls for skiers, 6 charter bus stalls, drop-off areas for Whistler Kids and 164 stalls allocated as parking for the commercial businesses. After the Olympics, a 175 stall parking lot was constructed on the land used for the finish and spectator area of the Alpine Skiing Venue on the

timing flats above Whistler Creekside. This lot is accessible from Nordic Drive. Skiers parking here will ski down to Creekside to access the mountain. As outlined in the Inventory section of this report, with the installation of the Peak 2 Peak connecting the two mountains, the location of the parking does not determine where skiers will end up skiing. The Peak 2 Peak gondola makes the Creekside parkade a very attractive choice for day skiers arriving from south of Whistler. By uploading here, day skiers and skiers from accommodation south of Creekside avoid the most congested section of Highway #99 between Creekside and the Village. There are approximately 1,500 parking stalls in the 3 lots on the Blackcomb Benchlands near Base II. Future reconfigurations of the facilities at Base II will continue to provide at least 1,500 stalls.

The Resort Municipality of Whistler recently acquired the Village Day Skier Lots 1 to 5 from the Province of British Columbia. During the summer and fall of 2009, Lots 1 to 4 were landscaped and paved in preparation for use as the Transportation Centre during the 2010 Olympic Winter Games. In June 2010, the RMOW introduced pay parking for the 887 stalls in Lots 1 to 3 as part of its overall Comprehensive Transportation Strategy. Lots 4 and 5 are intended to remain as free parking for the foreseeable future. The purchase agreement with the Province requires that the primary use of these lots is day skier parking for the Whistler Blackcomb ski area. Whistler Blackcomb has the responsibility for management of the lots, including snow clearing and directing how the vehicles are parked. In the revised configuration the 5 Village lots have a stated capacity of 2,060 stalls, however, this can be increased to about 2,200 stalls on peak days when parking attendants are used to direct where people park and some of the circulation space is reduced.

The RMOW has obtained the right to use Crown Land on the south and north sides of Cheakamus Road at the intersection of Highway #99 to construct a satellite park and ride lot for day skiers at the entrance to the resort, as shown on Figure 18. This lot will be developed when it is needed and has an approximate capacity of 1,300 cars depending on the amount of grading that is required to construct it. Skiers parking at this lot will be bused to Whistler Creekside until the Cheakamus-South Base Gondola (Lift X) is installed in Phase 17. Also proposed in Phase 17 is a new South Base for Whistler Mountain. This base is located at the 1,010 metre elevation on a bench above the new Cheakamus Crossing neighbourhood. There is sufficient land at the South Base to provide accommodation, parking and skier services. For the purposes of this report, we have assumed parking for 1,000 cars will be constructed at the South Base, providing a total of 2,300 new day skier stalls at the south end of Whistler.

The capacity of the skier parking lots described above to provide skiers is estimated in Table VI.2. We have assumed that the average auto occupancy of cars in the pay parking lots will be higher than the free lots since instituting pay parking

tends to increase the average vehicle occupancy rates and prevent staff (usually arriving in Single Occupant Vehicles) from occupying the best parking spots before the paying skiers arrive. Pay parking may also have the effect of reducing the number of non skiers using the skier parking lots since there is a large supply of underutilized commercial pay parking under many of the village buildings that is more conveniently located for shopping than the skier lots. For the purpose of this report, we have not taken into account any increases to the proportion of skier cars determined during the 1997 parking lots surveys. Given the assumptions outlined above, the designated skier parking lots can supply approximately 18,560 skiers. Therefore the proposed day skier parking supply is adequate to meet the peak day parking demands at buildout.

**TABLE VI.2
WHISTLER BLACKCOMB
SKIERS FROM PARKING
BUILDOUT**

	Number of Stalls	Average People per Car	Percent Skier Cars	Skiers from Parking
Cheakamus Park n' Ride	1,300	2.5	100%	3,250
Whistler South Base	1,000	2.5	98%	2,450
Creekside				
Creekside Parkade	1,268	2.5	98%	3,107
Charter Bus	6	35.0	100%	210
Timing Flats Lot	175	2.5	100%	438
Sub-total Creekside	1,274			3,755
Village Day Skier Lots				
Lot 1	215	3.2	80%	550
Lot 2	259	3.2	80%	663
Lot 3	413	3.2	92%	1,216
Lot 4	680	2.5	90%	1,530
Lot 5	493	2.5	90%	1,109
Infill during peak periods	140	2.5	90%	315
Sub-total Village	2,200			5,383
Blackcomb Base II				
Lot 6	551	2.5	95%	1,309
Lot 7	475	2.5	98%	1,164
Lot 8	439	2.5	95%	1,043
Lot 9	82	2.5	100%	205
Sub-total Blackcomb	1,547			3,721
Total Skiers from Parking	6,321			18,559

Occupancy rate of 3.2 people per car assumes pay parking.

Occupancy rate of 2.5 people per car assumes free parking.

Skiers Dropped off by Transit and Other Vehicles

In addition to the skiers from parking lots and skiers from accommodation within walking distance of the lifts, skiers also arrive at the valley staging lifts by public transit, hotel shuttle and private vehicle drop-off. Data collected during the Lift Base Surveys carried out during the 1997 Whistler CTS suggested that between 5 and 20 percent of the people arriving at the lifts were dropped off. This component was highest at the Whistler Village lifts where there is a convenient bus and private vehicle drop-off, and lowest at Base II which requires a 10 minute drive up a winding road to reach. Since 1997, transit ridership in Whistler has increased. New hotels like the Four Seasons provide shuttle drop-off as part of their guest service. The redevelopment of Creekside included dedicated bus routes and bays for Whistler Transit and intercity buses, as well as areas for private vehicle drop-off. For the purpose of estimating the base area staging capacity, we have assumed 10 percent of all skiers arriving at the Cheakamus-South Base gondola and the Creekside base and 20 percent of the skiers staging from the village are from transit or private vehicle drop-off.

Base Area Staging Capacity

Given the assumptions outlined above, the Whistler Blackcomb base area staging capacity on a peak day at buildout is approximately 37,400 skiers as outlined in Table VI.3. This number of skiers is just above the middle of the range of forecasted peak day skier visits at build out. Additional parking, a higher average auto occupancy or a greater use of public transit could all increase the theoretical base area staging capacity. Table VI.3 summarizes the base area staging capacity at buildout. We have assumed that all the skiers from the Cheakamus Park n Ride lot would take the access gondola to South Base and stage from the South Base. This lift would also appeal to people living in the new Cheakamus Crossing neighbourhood. Skiers from the Central Village Zone include those skiers staging from Base II, the Blackcomb Base and Whistler Village. As mentioned previously, skiers may park at Base II and ski down to stage up Whistler Mountain via the Village Gondola or the Fitzsimmons Express. Conversely, skiers headed to Blackcomb might decide to park at Creekside and cross to Blackcomb via the PEAK 2 PEAK Gondola, therefore this table is showing the overall staging capacity of Whistler Blackcomb combined.

**TABLE VI.3
WHISTLER BLACKCOMB
BASE AREA STAGING CAPACITY
BUILDOUT**

	Skiers from Accomm. in Skier Walking Distance	Skiers From Parking	Skiers from Cheakamus Gondola	Skiers from Other Trans- portation	Total Base Area Staging Capacity
Cheakamus Crossing	67	3,250		332	3,649
South Base		2,450	3,649		6,099
Creekside	2,017	3,755		641	6,413
Central Village Zone	10,813	9,104		4,979	24,896
Total	12,897	18,559	-	5,952	37,408

.2 Valley Staging Lift Requirements

The purpose of this section is to provide an understanding of the existing and proposed base area staging lifts which are envisioned to support the Whistler Mountain Ski Area operation. Throughout the Whistler valley, there are currently three skier staging areas; Whistler Creekside taking skiers to the south side of Whistler Mountain, the Village with lifts to Whistler and the Blackcomb Benchlands/Upper Village with the Wizard Express taking skiers up Blackcomb.

The existing capacity of the valley staging lifts (2008/09 season) over a two hour staging period is 21,700 skiers, as outlined in Table V1.4. This is adequate to meet the average of the top 15 busiest days over the past ten seasons. On the existing peak days in the 27,000 skier range, the staging period extends to 2.5 hours. To stage the additional skiers anticipated at build out of the resort, additional staging capacity will be required. Since Blackcomb Mountain has almost reached its limits for ski trail expansion, most of the future expansion of skier terrain at Whistler Blackcomb will take place on Whistler Mountain. Therefore, most of the increase in valley staging lifts should take skiers to Whistler Mountain, requiring additional staging lifts on Whistler Mountain.

**TABLE VI.4
WHISTLER BLACKCOMB
EXISTING VALLEY STAGING LIFT CAPACITIES**

	Effective Lift Capacity (pph)	Effective Staging Capacity	
		2 Hours	2.5 Hours
Creekside Gondola	1,992	3,984	4,980
Whistler Village Gondola	2,244	4,488	5,610
Fitzsimmons Express	1,758	3,515	4,394
Sub-total Whistler Mtn.	5,994	11,987	14,984
Excalibur Gondola	2,340	4,680	5,850
Wizard Express	2,518	5,035	6,294
Sub-total Blackcomb Mtn.	4,858	9,715	12,144
Total Whistler Valley	10,851	21,702	27,128

As outlined in the Mountain Facilities section, increased capacity out of Creekside is planned with the Lift L (Orange) and Lift W (Big Timber) gondolas. The Cheakamus to South Base gondola (Lift X) and the South Base gondola (Lift Y) will provide a new staging route up Whistler Mountain from Cheakamus Crossing that could be very attractive for day skiers arriving from south of Whistler and for residents of Cheakamus Crossing. Additional staging capacity up Whistler Mountain from the village, if needed, can be met by capacity increases to the Village Gondola and Fitzsimmons Express. For Blackcomb Mountain, an additional staging lift from Base II is planned. Future staging lift capacities if all of the new staging lifts were installed are summarized in Table VI.5. While it may not be necessary to build all of these lifts to their maximum capacities, the option to add any of these staging routes should be preserved so that any increases in out of the valley staging capacity can be located where it best ties in with the valley transportation systems.

**TABLE VI.5
WHISTLER BLACKCOMB
FUTURE VALLEY STAGING LIFT CAPACITIES**

	Effective Lift Capacity (pph)	Effective Staging Capacity	
		2 Hours	2.5 Hours
South Base Gondola	2,720	5,440	6,800
Big Timber Gondola	2,280	4,560	5,700
Orange Gondola	1,980	3,960	4,950
Creekside Gondola	1,992	3,984	4,980
Whistler Village Gondola	2,244	4,488	5,610
Fitzsimmons Express	1,758	3,515	4,394
Sub-total Whistler Mtn.	12,974	25,947	32,434
Excalibur Gondola	2,340	4,680	5,850
Base II - Catskinner Express	2,385	4,770	5,963
Wizard Express	2,518	5,035	6,294
Sub-total Blackcomb Mtn.	7,243	14,485	18,106
Total Whistler Valley	20,216	40,432	50,540

.3 Whistler South Base

The Whistler Mountain Master Plan accommodates an ultimate mountain carrying capacity of 29,800 skiers per day. In Phase 17, development of a new south base area to handle up to 6,000 skiers per day is proposed. While a detailed design for the South Base has yet to be completed, the planning team has identified approximately 23 hectares of gently sloping land suitable for base facility development on either side of Lift Y, the South Base access lift. The South Cheakamus Base area lies between the 985 and 1,040 metre elevations on Crown lands as illustrated in Figure 19, South Base Development. Development of the Cheakamus Base will require construction of an access road from the Cheakamus Lake Road just east of the Function Junction intersection with Highway 99. Alignments for this road have been looked at on a preliminary basis and a potential alignment is illustrated in Figure 19.

The South Base area also includes terrain which may be suitable for the development of residential and commercial overnight accommodation in addition to parking and skier service facilities. It should be noted that commercial and residential development is not specifically proposed in this location at this time, as only generalized land use potential has been identified on large scale mapping. The planning team further recognizes that any development of the South Base area will require detailed site and environmental investigations, suitable land tenure arrangements and a full review of community planning goals and objectives with the Resort Municipality of Whistler.

.4 Bed Unit Allocations

In 1982, Whistler Mountain Ski Corporation negotiated an agreement with the Government of the Province of British Columbia for the right to purchase Crown Land to build accommodation to support the ski area in exchange for the provision of additional recreational development in the form of upgrading and expansion of the ski area. Development rights were to be provided in the form of bed units (overnight accommodation for one person). The number of bed units to be allocated for expansion was 0.9 bed units per unit of SAOT (Skiers At One Time) as determined by the formula below:

$$\text{SAOT} = \frac{\text{Lift Supplied VTM} / \text{Day} \times \text{Loading Efficiency}}{\text{VTM Demand} / \text{Skier} / \text{Day}}$$

Lift Supplied VTM/Day	= Total VTM/hr. x 7.0 hrs/day
	= Sum (Vert. Drop x Hourly Capacity) x 7.0 hrs/day
Loading Efficiency	= 0.9
VTM Demand/Skier/Day	= 3,048 Vertical Metres (10,000 vertical feet)

The 2009 revision to Chapter II: Mountain Resorts of the Province’s All Season Resort Guidelines provided a revised Bed Unit Calculation Model for Regional and Destination Mountain Resorts.

$$\text{Bed Unit Eligibility} = \text{Associated Percentage} \times \text{Balanced Resort Capacity (BRC)}$$

For most mountain resorts where alpine skiing is the primary draw the BRC will be the Skier Carrying Capacity of the alpine ski operation. The calculation of SCC takes into account that some lifts are used as staging lifts, some lifts don’t operate for the full day and the VTM Demand at each lift is a reflection of the skill class of the trails serviced by that lift.

The Associated Percentage is calculated by assigning point values based on the specific existing and proposed attributes of the Mountain Resort under consideration. The total points determine the appropriate ratio of bed units to BRC. Using the new points allocation system, the appropriate ratio of bed units to BRC for Whistler Mountain is 110% under existing conditions and 100% at buildout as determined in Table VI.6. The reason for the reduction is the overall increase in theoretical skier density resulting from the additional lifts in the Master Plan at buildout. These new lifts are required to provide the operator with some redundancy when weather conditions cause closure of portions of the mountain during the peak Christmas holiday period.

**TABLE VI.6
WHISTLER MOUNTAIN
DETERMINATION OF ASSOCIATED PERCENTAGE FOR BED UNIT CALCULATION MODEL**

	Existing	Buildout
II.7.1.1 SKI TERRAIN (Terrain Balance)	2	2
1 - Over 35% of area either advanced or novice		
2 - 25 to 35% of area either advanced or novice	X	X
3 - Close to Ideal		
4 - Ideal slope ratio		
II.7.1.2 AVERAGESKIER DENSITY (SKI TRAIL AREA/SCC in Skiers per Hectare)	3	1
0 - > 40		
1 - 30 to 40		X
2 - 25 to 30		
3 - 20 to 25	X	
4 - 15 to 20		
II.7.1.3 ACCESSIBILITY (Travel time to skier marketplace)	3	3
0 - less than 1/2 hour		
1 - 1/2 to 1 hours		
2 - 1 to 1 1/2 hours		
3 - 1 1/2 to 2 hours	X	X
4 - 2 to 2 1/2 hours		
5 - 2 1/2 to 3 hours		
6 - greater than 3 hours		
II.7.1.4 ACCESS RELIABILITY	1	1
1 - Highly reliable (main highway with short mountain road)		
2 - Somewhat unreliable (snow and avalanche closures)		
II.7.1.5 POPULATION WITHIN 250 KILOMETERS	5	5
1 - 0 to 30,000		
2 - 30,000 to 100,000		
3 - 100,000 to 250,000		
4 - 250,000 to 500,000		
5 - 500,000 +	X	X
II.7.1.6 UNIQUE QUALITIES OTHER THAN SKIING	2	2
0 - Nothing unusual		
1 - Regional attraction		
2 - National attraction	X	X
II.7.1.7 ALL SEASON FACILITIES AT THE MOUNTAIN RESORT	4	4
0 - Limited (undeveloped with little potential)		
1 - Fair (some potential for recreation facilities)		
2 - Good (tennis courts, swimming pool, some mountain biking etc.)		
3 - Very Good (18 hole golf course, formalized mountain biking, tennis, swimming pool)		
4 - Excellent (several 18 hole golf courses, 6 or more tennis courts, swimming pool, arena, hiking, lift serviced mountain biking, spa, beaches, water park, etc.)	X	X
II.7.1.8 POTENTIAL LENGTH OF SEASON (based on natural & manmade snow)	4	4
0 - less than 100 days		
1 - 100 to 115 days		
2 - 115 to 130 days		
3 - 130 to 150 days		
4 - 150 days +	X	X
II.7.1.9 TYPE OF SNOW (Snow Conditions)	2	2
0 - Dry less than 25% of season		
1 - Dry 25 to 50% of season		
2 - Dry 50 to 75% of season	X	X
3 - Dry 75 to 90% of season		
4 - Dry over 90% of season		
II.7.1.10 WEATHER CONDITIONS (Hours of Bright Sunshine per Year) *	3	3
1 - Less than 1,000 hours		
2 - 1,000 to 1,500 hours		
3 - 1,500 to 2,000 hours	X	X
4 - Greater than 2,000 hours		
II.7.1.11 EXPRESS LIFTS	2	2
0 - None		
1 - Less Than 50% of aerial lifts		
2 - Greater Than 50% of aerial lifts	X	X
II.7.1.12 NEED FOR EMPLOYEE/RESIDENT RESTRICTED HOUSING	3	3
0 - 0% of employee/resident restricted bed base provided for at resort		
1 - 25% of employee/resident restricted bed base provided for at resort		
2 - 50% of employee/resident restricted bed base provided for at resort		
3 - 75% of employee/resident restricted bed base provided for at resort	X	X
4 - 100% of employee/resident restricted bed base provided for at resort		
II.7.1.13 FIRST NATIONS ECONOMIC PARTICIPATION IN RESORT DEVELOPMENT	2	2
1 - Resort provides non-economic benefits to the First Nations - providing ski passes for First Nation band members - promotion of First Nation cultural activities - promotion of First Nation economic activities		
2 - First Nation businesses are given opportunity to bid on resort related contracts - Proponent provides First Nation employment opportunities - Proponent provides First Nation training opportunities	X	X
3 - Proponent provides joint venture economic opportunities with the First Nations - Aboriginal ecotourism is an integral part of the resort tourism activities - Proponent provides First Nations employment opportunities - Proponent provides First Nation training opportunities		
4 - First Nations equity partnership - Aboriginal ecotourism is an integral part of the resort tourism activities - Proponent provides First Nations employment opportunities - Proponent provides First Nation training opportunities		
TOTAL POINTS	36	34
ASSOCIATED PERCENTAGE OF BED UNITS TO BALANCED RESORT CAPACITY	110%	100%

The bed unit allocations for Whistler Mountain up to and including buildout, based on these two methods are summarized in Table VI.7. Under the formula contained in 1982 Development Agreement, Whistler Mountain will have earned 50,597 Bed Units at buildout. If the formula in the 2009 revision to the All Season Resort Guidelines is applied, Whistler Mountain’s bed unit entitlement at buildout will be 29,800 Bed Units.

**TABLE VI.7
WHISTLER MOUNTAIN BED UNIT ALLOCATIONS
BASED ON BC PROVINCIAL GOVERNMENT POLICIES**

	1982 Development Agreement				2009 All Season Resort Guidelines	
	SAOT	SAOT Added	Bed Units Earned	Cumulative Bed Units	SCC	Bed Unit Eligibility
Prior to 1982 Existing	11,953			3,537		
Existing	28,597	16,644	14,980	18,517	17,650	19,415
Buildout	64,242	35,645	32,081	50,597	29,800	29,800

Notwithstanding the above, during the 1980’s the Resort Municipality of Whistler undertook a comprehensive planning process and established limits for growth within its boundaries. The limit for the growth established in the 1989 Official Community Plan (OCP) was defined as the number of bed units that would be contained within the community at the resort’s “buildout”. This limitation on development has been reflected in subsequent versions of the OCP, although the development cap has increased for specific projects. During the process of establishing a bed unit limit for buildout, the RMOW assigned all of the available bed units to lands located within the municipality that were deemed to have development potential. As part of this process, 7,500 bed units were allocated to lands either owned or under option by Whistler Mountain Ski Corporation. Of the 7,500 bed units assigned to Whistler Mountain by the RMOW, 7,466 have been assigned to development sites within Whistler as outlined in Table VI.8, leaving 34 bed units unallocated. Of the 7,466 allocated bed units, 7,013 have been developed leaving a balance of 453 additional undeveloped bed units. Therefore Whistler Mountain has a total of 487 bed units remaining in the Whistler Mountain inventory of RMOW bed units.

**TABLE VI-8
RMOW BED UNIT ASSIGNMENT TO WHISTLER MOUNTAIN
SUMMARY OF UTILIZATION**

	Private	Public	Total	Used on Site	Remaining
Bed Units Approved by RMOW	4,290	3,210	7,500		
Bed Units Utilized to Date					
Trade for Lower Parking Lot	622	623	1,245	1,245	-
Blueberry Hill	842	842	1,684	1,684	-
Snowridge	356		356	356	-
Option Site 1 - Bear Creek	282		282	282	-
Option Site 5 - Alta Vista Pointe	336		336	336	-
Wolverine Crescent	42		42	42	-
Whistler Heights - Taluswood	1,006		1,006	816	190
Waterslide Project		190	190	190	-
Golden Properties (Blueberry) - expired		40	40	40	-
Additional Allocation for Trion		18	18	18	-
Allocated to Horstman House at Blackcomb		13	13	13	-
Allocated to Blackcomb Lot E - Four Seasons		179	179	179	-
Allocated to Blackcomb Lot 5 - Four Seasons Residences		381	381	148	233
Whistler Creek Base (First Tracks, Legends, Evolution)		890	890	860	30
Option Site 2 - Kadenwood	360		360	360	-
Option Site 14 - Spring Creek	444		444	444	-
Total Bed Units Allocated To Date	4,290	3,176	7,466	7,013	453
Unallocated Bed Units		34	34		34
Total Whistler Mountain RMOW Bed Units Remaining					487

VII. ENVIRONMENTAL

.1 Introduction

During the 1990's the management teams of Whistler and Blackcomb Mountains began to take a more active role in the environmental stewardship of the terrain within their CRAs. In the last ten years, they have received numerous awards for their environmental and energy conservation practices. Moving forward with the implementation of this Master Plan, WhistlerBlackcomb will continue to meet or exceed all Provincial Environmental Policies and work closely with the Ministry of the Environment and other agencies to conduct all environmental studies that may be required.

.2 Overview of Current Environmental Practices

Whistler Blackcomb has a sustainability policy and produces an annual sustainability report. One of five key result areas in the policy is Mountain ecosystems. Whistler Blackcomb is striving for continuous improvement in land stewardship through the following efforts:

- Adherence with the Forest Act administered by the Ministry of Tourism, Culture and the Arts.
- Developing and following Guidelines of Best Practices established by the Canada West Ski Area Association (CWSAA) and the National Ski Area Association (NSAA). Whistler Blackcomb is a member of both of these associations.
- Developing and following the Guidelines of Best Practices of the BC Tourism Sustainability Collective. The Collective represents the six leading BC tourism companies of which Whistler Blackcomb is a member.
- Early adopter and partner of the Resort Municipality of Whistler 2020 Sustainability Plan which includes guidelines for Natural Areas.
- Whistler Blackcomb also has its own internal land use planning and standard operating procedures for mountain construction that may exceed the standards of care in the guidelines referred to above.

.3 Sustainability Policy for Whistler Blackcomb

Whistler Blackcomb has developed its own Sustainability Policy which is provided in this section of the report. Whistler Blackcomb carries out its operations in accordance with this policy.

Who We Are

To be the #1 mountain resort in the world, we must be the most sustainable. We are passionate mountain enthusiasts who feel a deep connection with nature. Our purpose is to create the best mountain memories in the world. We provide the link between recreation and the natural mountain environment.

Our Commitment to Sustainability

We began our journey towards sustainability in 1993, before environmental planning was on the radar for most companies. We have moved far beyond compliance to become an industry leader, receiving 19 Provincial, North American and International awards. Just as we evolved from compliance to leadership, the time has come to evolve once more by incorporating sustainability planning into all aspects of our business. Our goal is to reduce our ecological impacts while increasing the positive impact we have on people and communities.

Key Result Areas

Climate change is the single largest threat to the environmental, social and economic health of our planet. The impacts of climate change affect the health of our mountain ecosystems. By reducing our contribution to climate change and protecting our ecosystems, we will be a model for action toward sustainability. We see Whistler Blackcomb as a small community within the larger community and will work to build positive and supportive relationships both locally and globally. We will focus our sustainability efforts through the following 5 Key Result Areas.

Energy

1. We will minimize our consumption of fuel and electricity through behavioral changes, retrofits, and the use of new technologies in our purchasing and construction activities.
2. We will seek out clean technologies, fuels and renewable energy sources to meet our energy demands.
3. We will reduce our carbon footprint and assist in guest and resort community reductions.

4. Mountain Ecosystems

5. We will continue to move beyond mitigation to take a restorative role with our mountain ecosystems.
6. By following a restorative model and improving our operating procedures and design, we will improve ecosystem vitality.
7. We will identify and protect special places.
8. We will respect and encourage the relationship between the experiences of our guests and the health of our mountain ecosystems.



Symphony Bowl Gladed Trail System

Waste

9. Through responsible purchasing, reuse and recycling, we will strive for zero waste.

10. We will integrate new opportunities and innovative waste solutions into our current systems.
11. We will model nature as a waste-free system.

Awareness and Education

12. We will expand nature-based tourism experiences.
13. We will improve awareness and education on sustainability issues through internal and external communication.
14. We will inspire others to be more sustainable in their activities and lifestyles.
15. We will communicate our successes and failures and promote our programs for the purpose of learning.

Social

16. We will actively contribute to the health and welfare of our employees.
17. We will foster positive and supportive relationships with community stakeholders.
18. We will work to provide for those in need both locally and globally.

By structuring a strategic plan for improving our sustainability performance and involving members at all levels of our organization and our community, we will strive for continuous improvement in our operations. Never has there been a greater sense of urgency to act.

.4 Whistler Blackcomb Sustainability Report 2010

In 2010, Whistler Blackcomb prepared a report outlining their sustainability practices and the steps they have taken to develop an environmentally responsible operation. This report entitled “Whistler Blackcomb Sustainability Report 2010 – Our Olympic Year” also highlighted a few recent projects that will have a significant impact on the resorts ongoing operations. Whistler Blackcomb intends to prepare this type of report on an annual basis as they implement more energy saving measures and monitoring tools.

Fitzsimmons Creek Renewable Energy Project

The Fitzsimmons project is an Independent Power Project located in Fitzsimmons Creek within Blackcomb Mountain’s CRA. The Fitzsimmons IPP is a run of the river project with a 7.9 MW power generating station. The power station has an estimated yearly energy output of 33 Gigawatt Hours, enough energy to operate Whistler-Blackcomb or to power 3,000 homes on an annual basis. Originally

envisioned by Whistler Blackcomb over eight years ago as an opportunity to offset its power consumption, the project was developed by a joint venture between Innergex Renewable Energy Inc. and Leducor Construction. Although Whistler Blackcomb is not financially involved in the project, they were heavily involved in the planning process and it was their continued support that enabled the project to proceed despite the complication of it being located in close proximity to the bobsleigh/luge track that needed to be constructed for the Whistler Sliding Centre Venue.

The environmental impacts of the installation were minimal as over 70% of the project was built under the existing footprints of a mountain access road and a snowmaking intake pond. No new powerlines were required because the powerhouse was located within 300 m of the existing electrical grid. Water will flow from the power generating station into the Fitzsimmons snowmaking intake pond. Construction commenced in 2008 and the power plant began producing power in January 2010.

Energy Management

In 2009, Whistler Blackcomb installed 19 new power consumption meters to improve the management of power used by the ski area. They partnered with BC Hydro to carry out an Energy Management Assessment. Information gathered from the assessment was used to draft a Sustainable Energy Management Plan that identified 5 main priorities to reduce energy consumption in the following year. An Energy Manager facilitates these actions and reports progress to BC Hydro and the senior management team on a quarterly basis. To date as part of the Power Smart Partner Program, Whistler Blackcomb has carried out retrofits that save more than 4,575,000 kwh of electricity per year, representing about 15% of their annual consumption.

Food Waste Composting

Whistler Blackcomb implemented food waste composting in all of its mountain restaurants for the 2008/2009 ski season. By partnering with Coca Cola and Seattle's Best Coffee, they replaced paper cups with reusable cups in all the facilities. They have ramped up the existing recycling program and increased the use of reusable dishes and cutlery. These changes have led to a diversion of over 800 tonnes of waste from the landfill and have resulted in cost savings of \$57,000 in waste disposal fees.

.5 Identification of Sensitive Areas Within the Controlled Recreation Area

Whistler Blackcomb is comprised of six defined watersheds with no special management designations. In 1997, in consultation with the Ministry of Forests and the Ministry of Environment, a comprehensive watershed assessment was completed of the Whistler Mountain and Blackcomb Mountain CRAs. This watershed assessment examined natural processes and evaluated the cumulative effects of forest practices on the stream systems draining the area. The results of this investigation indicate the sensitivity of the watersheds to development, provide guidance for any further development and as necessary, watershed restoration activities.

With respect to restoration, a program called Operation Green-up was initiated in 1999. One and a half million dollars was allocated to improving the ecological conditions of the watersheds within the Whistler and Blackcomb Mountain CRAs. The comprehensive watershed assessment was used to identify and prioritize the projects.



Symphony Bowl Interpretive Signage

.6 Whistler Blackcomb – RMOW Cheakamus Community Forest & Protected Areas Network Memorandum’s of Understanding

In April 2009 the Resort Municipality of Whistler (RMOW) and the Squamish Nation and Lil’wat Nations signed a 25-year tenure license with the Province of British Columbia for the 30,260 hectares of forestland surrounding Whistler. Representatives from each of the partners sit on the Cheakamus Community Forest (CCF) Society Board, who oversee planning, public consultation and management of forest operations. The opportunity to participate in the community forest program arose when the Ministry of Forests and Range announced that the timber harvest volume for the area around Whistler would become available for a new tenure, or license, holder. The CCF partners felt strongly that it would be more beneficial to the communities for the tenure to be held here rather than by a private timber harvesting company from elsewhere. The natural beauty of the area is a strong draw for tourism, and the CCF Society has those values at the top of mind when planning community forest operations.

The Cheakamus Community Forest overlaps land within the Controlled Recreational Areas (CRA’s) of Whistler and Blackcomb Mountains. In a spirit of cooperation based on shared sustainability and ecological values, Whistler Blackcomb supports the CCF. In turn, the RMOW as a partner in the CCF supports Whistler Blackcomb’s right to manage the land base within its CRA according to the Whistler Mountain Master Plan and the Blackcomb Mountain Master Plan under the jurisdiction of the Province of British Columbia. Accordingly Whistler Blackcomb and the RMOW have prepared a Memorandum of Understanding (MOU) to define the relationship between Whistler Blackcomb and the RMOW with respect to the CCF lands that are within the CRA’s of the two mountains. The parties will cooperate in wildfire management across the land base, adaptively manage the land base for climate change impacts and will cooperate in ecosystem based management and planning for the land base. However, the RMOW agrees that the CRA planning and approval process remains under the jurisdiction of the Province of British Columbia.

The Protected Areas Network (“PAN”) Strategy is a land use policy of the RMOW designed to protect critical natural areas within the RMOW and their ecological connectivity to ensure that future development and land use are located on the most suitable lands and subject to ecologically responsible planning, design, construction and management. Whistler Blackcomb and the RMOW are preparing a Memorandum of Understand with respect to the applicability of the PAN strategy to land within the CRA’s of Whistler and Blackcomb Mountains. In a spirit of cooperation based on shared sustainability and ecological values, Whistler Blackcomb supports the RMOW’s PAN Strategy.

The RMOW acknowledges that the PAN is non-binding with respect to land use development within the CRA because the CRA is provincial Crown land. However, Whistler Blackcomb will endeavour to incorporate PAN whenever possible in future projects within the CRA.

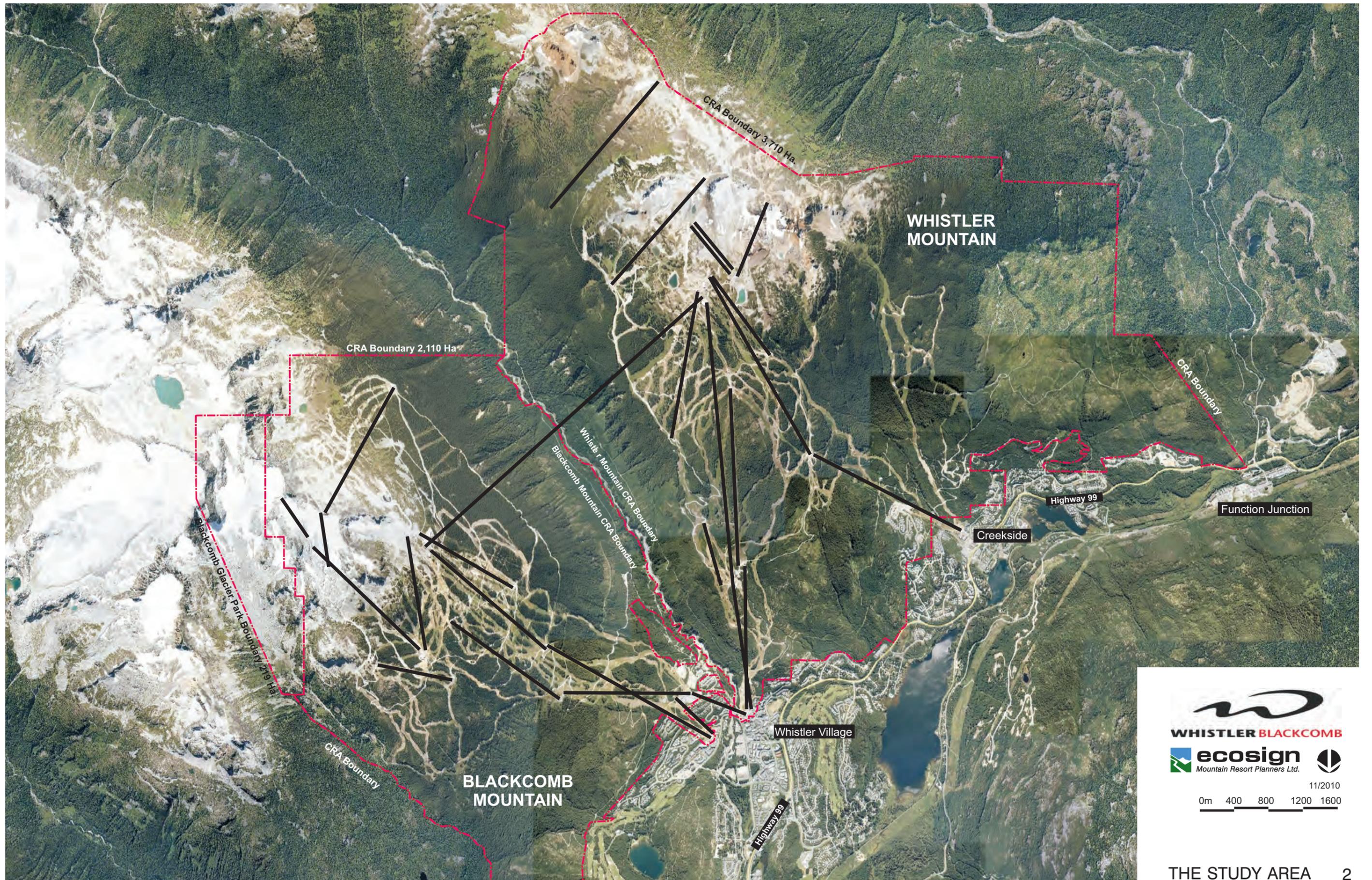
.7 Whistler Interpretive Forest MOU

The Whistler Mountain CRA overlaps a portion of the Whistler Interpretive Forest (WIF) on the south side of Whistler Mountain above the Cheakamus River. In 2000, a Memorandum of Understanding (MOU) regarding the use and management of Crown land within a portion of the WIF was established between the Ministry of Forests, British Columbia Assets and Land Corporation and Whistler Mountain. The approximately 121 hectares (300 acres) of Crown land covered by this agreement was thereafter called the Whistler Interpretive Forest Agreement Area (WIFAA) and was then designated as part of Whistler Mountain's CRA. The agreement ensured that any non forest development in the area would focus on alpine skiing and related uses by the Prime Recreation Operator (Whistler Mountain).

.8 Overview of Archaeological Studies

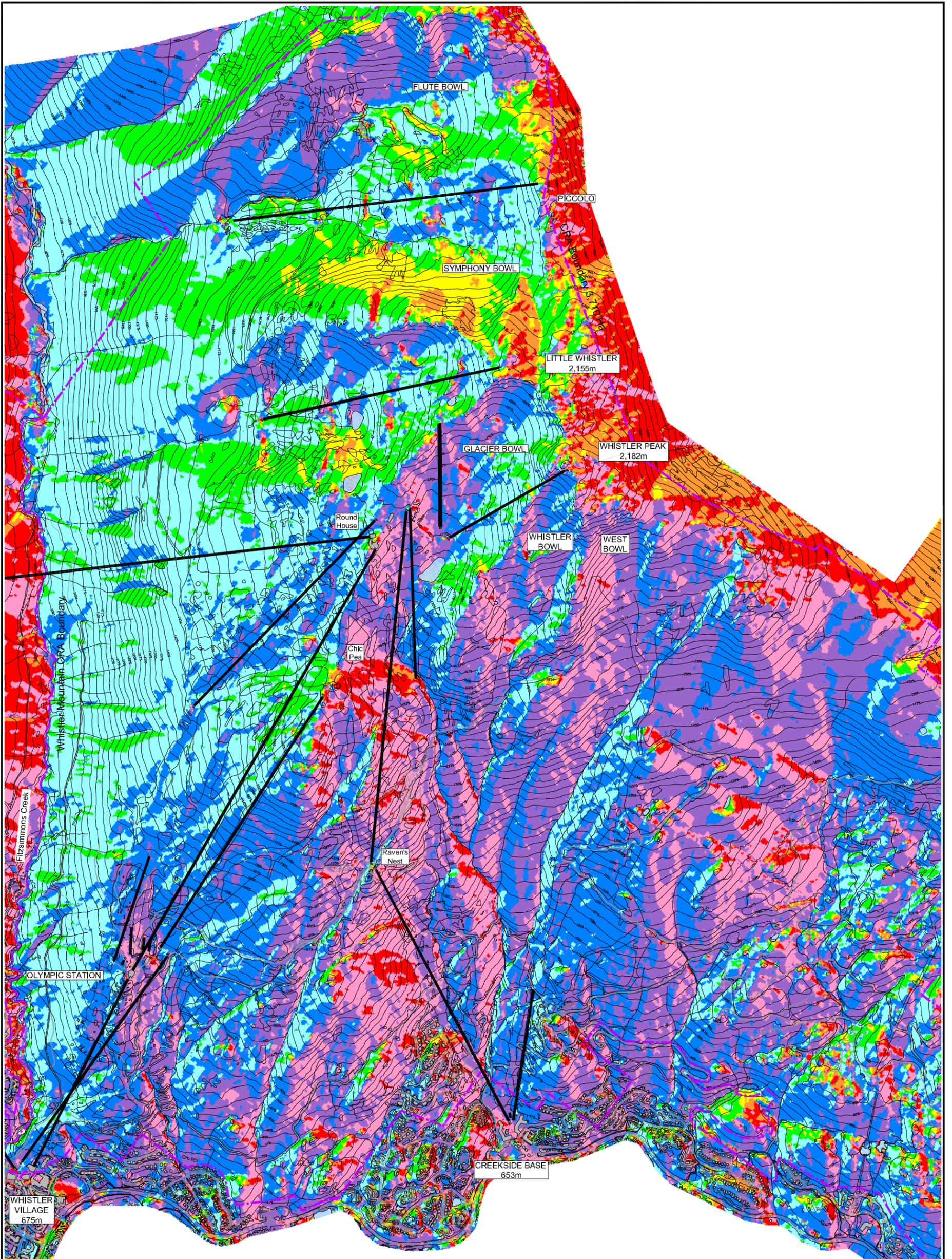
In 1997, the Ministry of Forests (Squamish District) completed an archaeological overview assessment of the Whistler and Blackcomb Mountain Controlled Recreation Areas. Within the CRA, two areas were identified as having the potential of containing culturally modified trees and two other areas were identified as having the potential for evidence of previous habitation. These areas were assessed in greater detail and no evidence of either culturally modified trees or previous habitation was found. In 1999, an archaeological field reconnaissance of the area proposed for the Spring Creek development was conducted by a registered archaeologist on behalf on Intrawest, the Squamish First Nation and the Lil'wat First Nation. No evidence of archaeological sites including culturally modified trees was found. In 2000, the Xay Temixw - Squamish Nation Traditional Territory Forest and Wilderness Land use Study (2001) was completed and no indication of sensitive areas was found within either mountain's CRA. An archaeological field investigation of the site for the Kadenwood Gondola and a new water reservoir was conducted in June 2008 by representatives of the Lil'wat Nation. Again no evidence of archaeological potential was found. In over forty years of working within the Whistler Mountain CRA, no artifacts or culturally modified trees have been found by Whistler personnel.



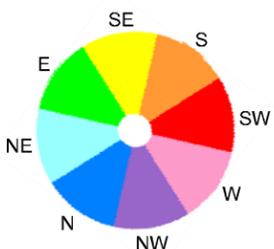


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ASPECT COMPASS



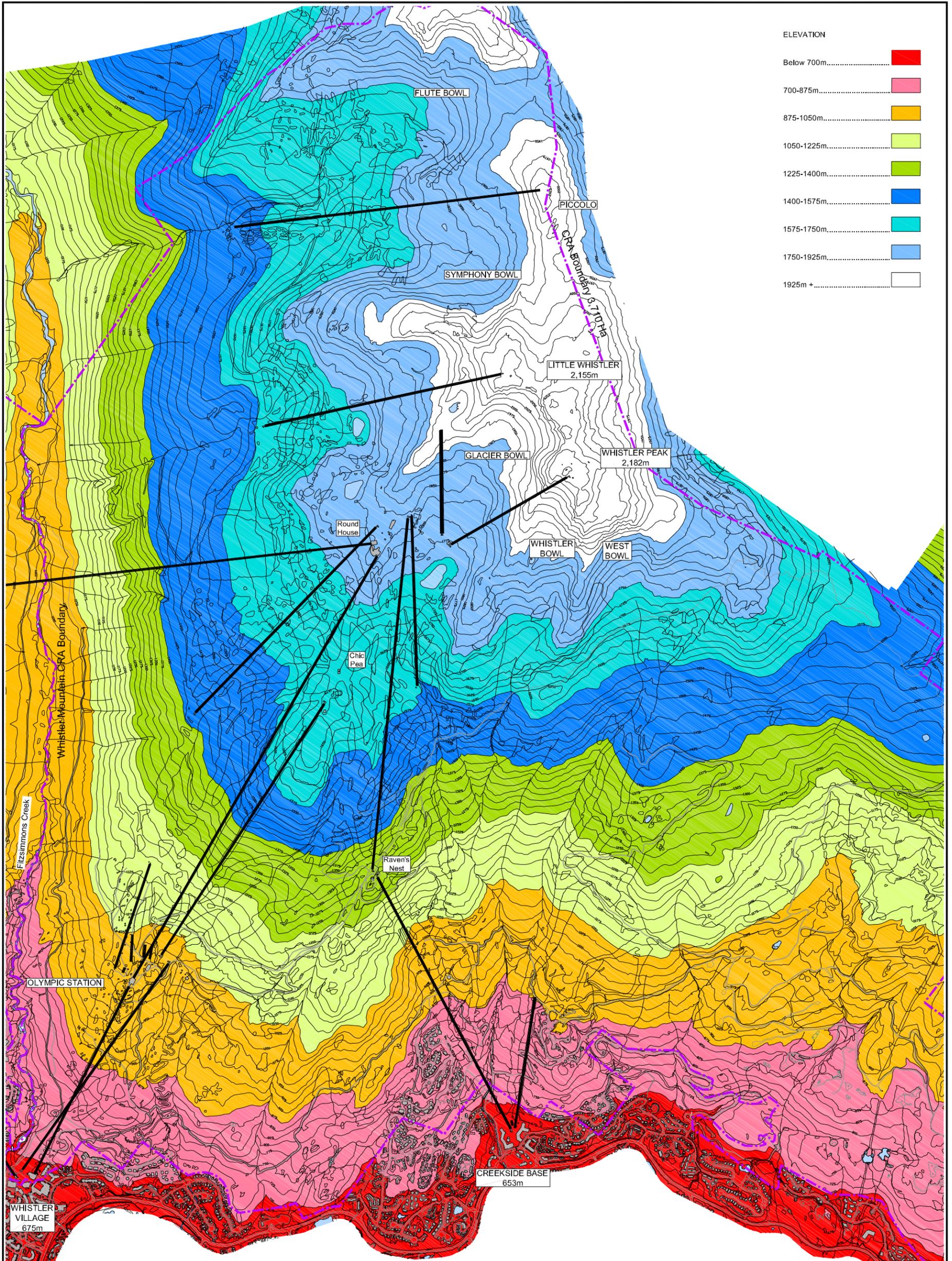
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Contours: 25 Meter Date: 11/2010

0m 250 500 750 1000



ELEVATION

Below 700m.....	Red
700-875m.....	Pink
875-1050m.....	Yellow
1050-1225m.....	Light Green
1225-1400m.....	Green
1400-1575m.....	Blue
1575-1750m.....	Cyan
1750-1925m.....	Light Blue
1925m +.....	White

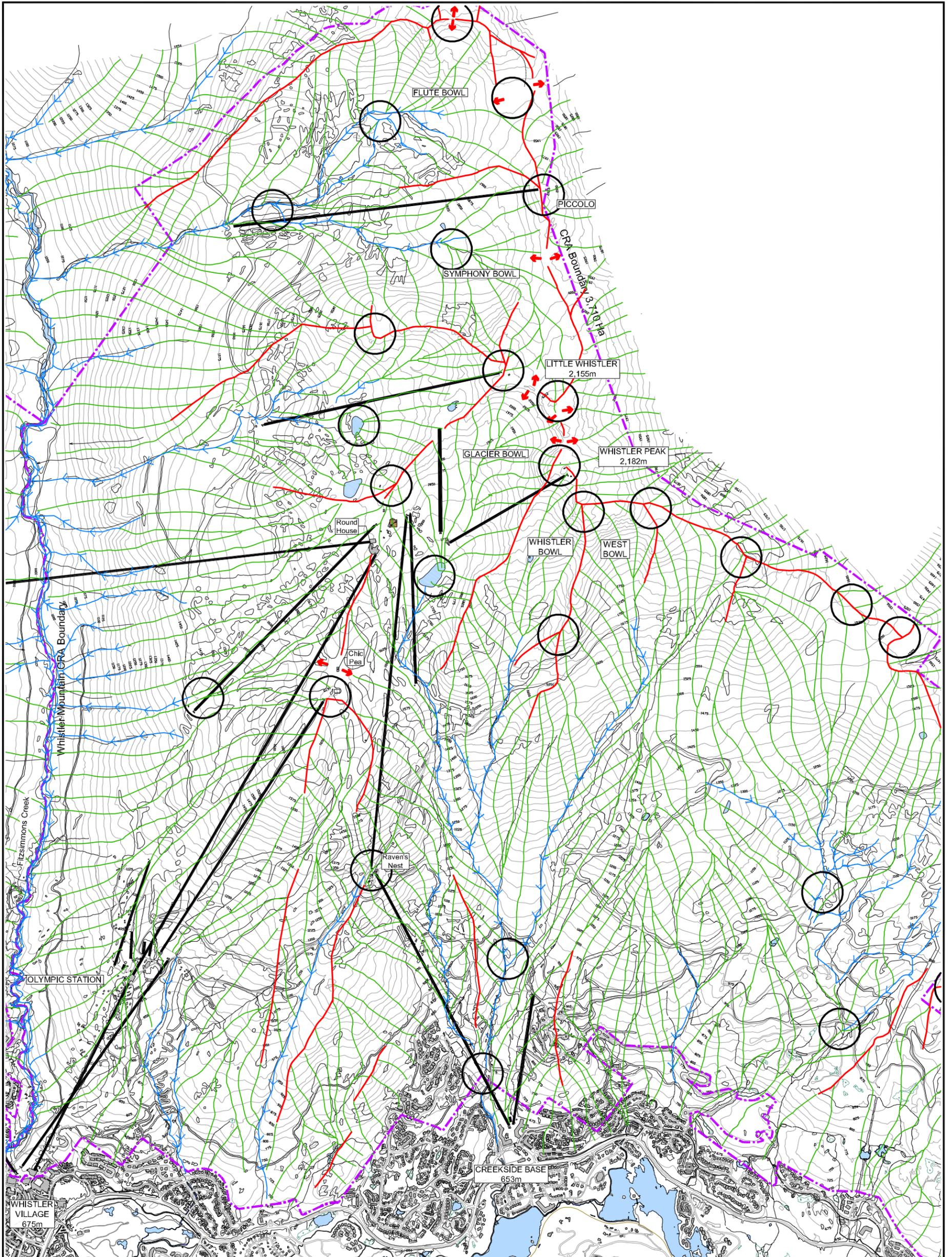
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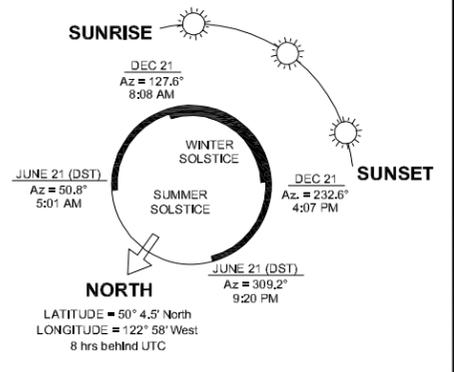
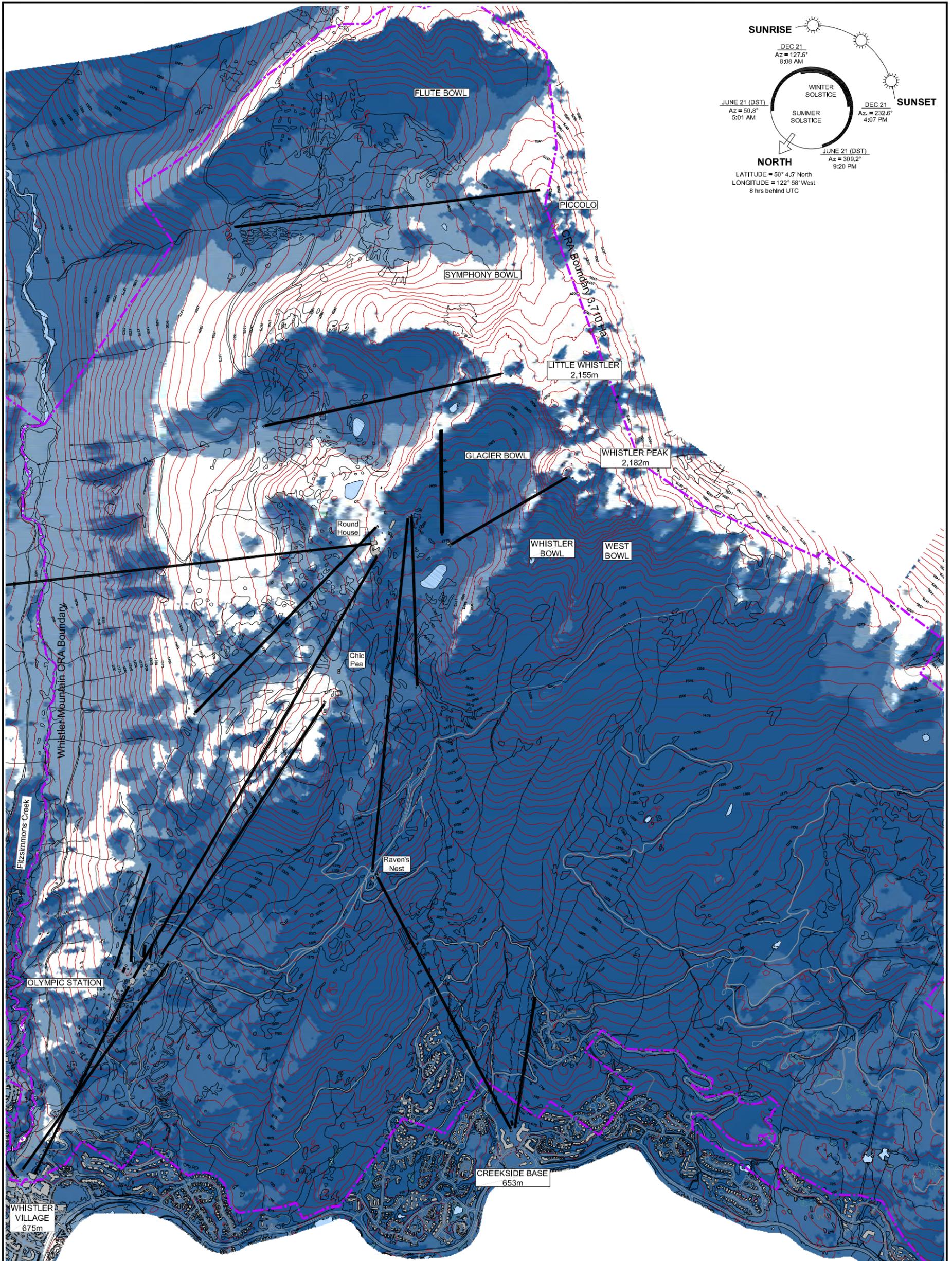
LEGEND

- Fall Line Pattern 
- Drainage Area 
- Prominent Ridge Line 
- Concentration Zone 
- Pass 
- Controlled Recreation Area Boundary 



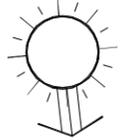
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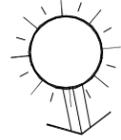
- LEGEND**
- DECEMBER 21
 - JANUARY 21
 - FEBRUARY 21
 - EXISTING LIFTS

SUNRISE: 8:08 AM
 SUNSET: 4:07 PM



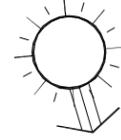
DEC 21 @ 9:00 AM
 Sun's Alt. = 5.8°
 Sun's Az. = 137.9°

SUNRISE: 7:58 AM
 SUNSET: 4:43 PM



JAN 21 @ 9:00 AM
 Sun's Alt. = 7.5°
 Sun's Az. = 133.4°

SUNRISE: 7:10 PM
 SUNSET: 5:36 PM



FEB 21 @ 9:00 AM
 Sun's Alt. = 15.3°
 Sun's Az. = 128.1°

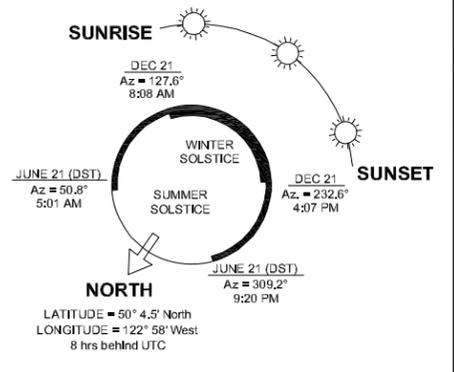
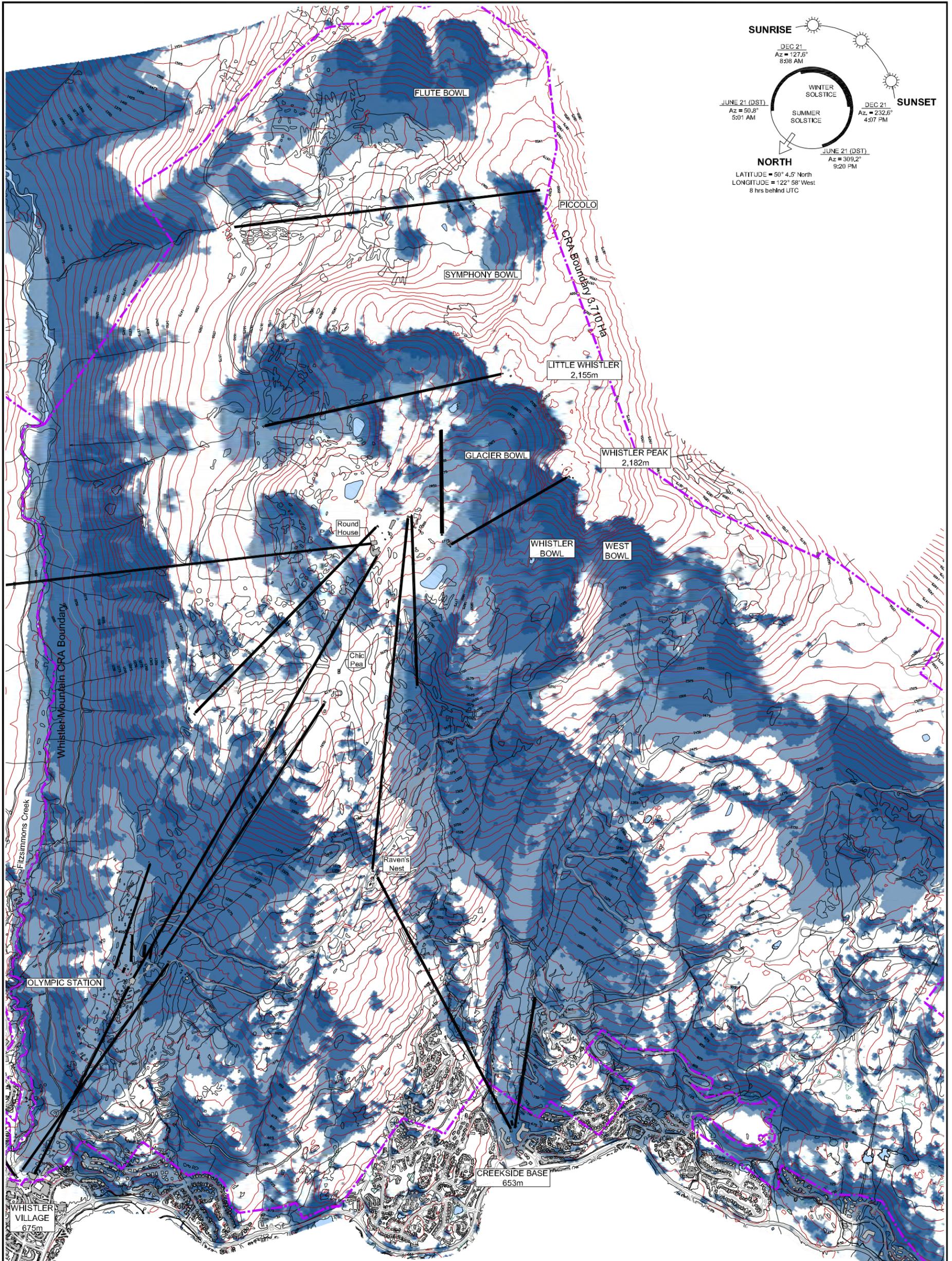
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- LEGEND**
- DECEMBER 21
 - JANUARY 21
 - FEBRUARY 21
 - EXISTING LIFTS

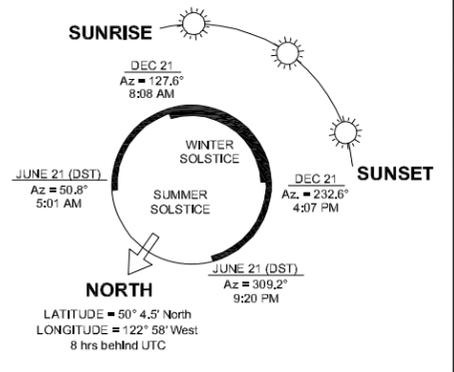
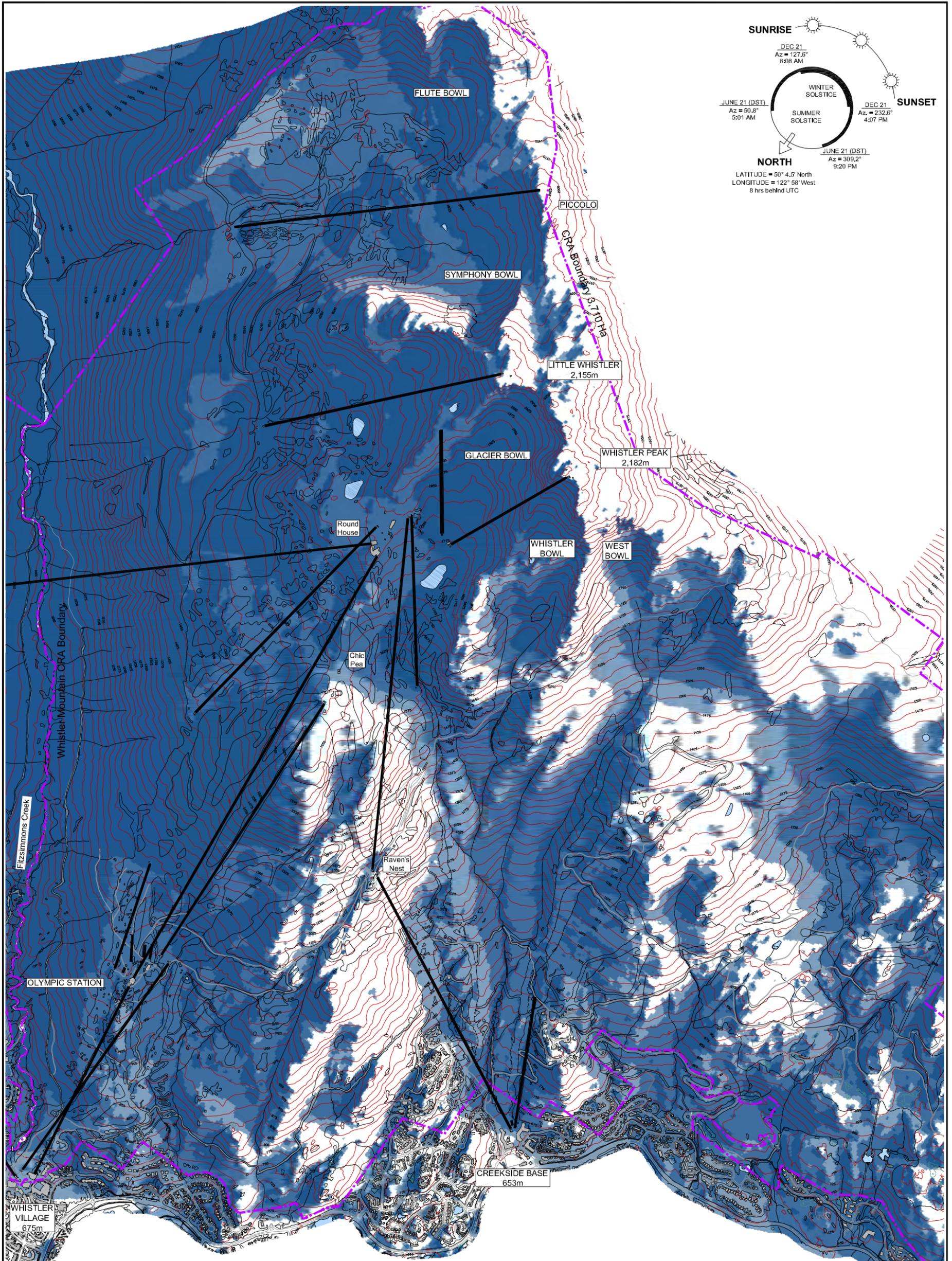
<p>SUNRISE: 8:08 AM SUNSET: 4:07 PM</p> <p>DEC 21 @ 12:00 NOON Sun's Alt. = 16.5° Sun's Az. = 178.4°</p>	<p>SUNRISE: 7:58 AM SUNSET: 4:43 PM</p> <p>JAN 21 @ 12:00 NOON Sun's Alt. = 20.0° Sun's Az. = 175.0°</p>	<p>SUNRISE: 7:10 PM SUNSET: 5:36 PM</p> <p>FEB 21 @ 12:00 NOON Sun's Alt. = 29.4° Sun's Az. = 173.8°</p>	
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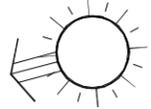
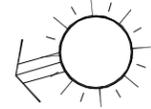
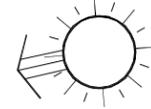
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- LEGEND**
- DECEMBER 21
 - JANUARY 21
 - FEBRUARY 21
 - EXISTING LIFTS

<p>SUNRISE: 8:08 AM SUNSET: 4:07 PM</p>  <p>DEC 21 @ 3:00PM Sun's Alt. = 7.2° Sun's Az. = 219.3°</p>	<p>SUNRISE: 7:58 AM SUNSET: 4:43 PM</p>  <p>JAN 21 @ 3:00PM Sun's Alt. = 11.8° Sun's Az. = 218.2°</p>	<p>SUNRISE: 7:10 PM SUNSET: 5:36 PM</p>  <p>FEB 21 @ 3:00PM Sun's Alt. = 20.5° Sun's Az. = 221.9°</p>
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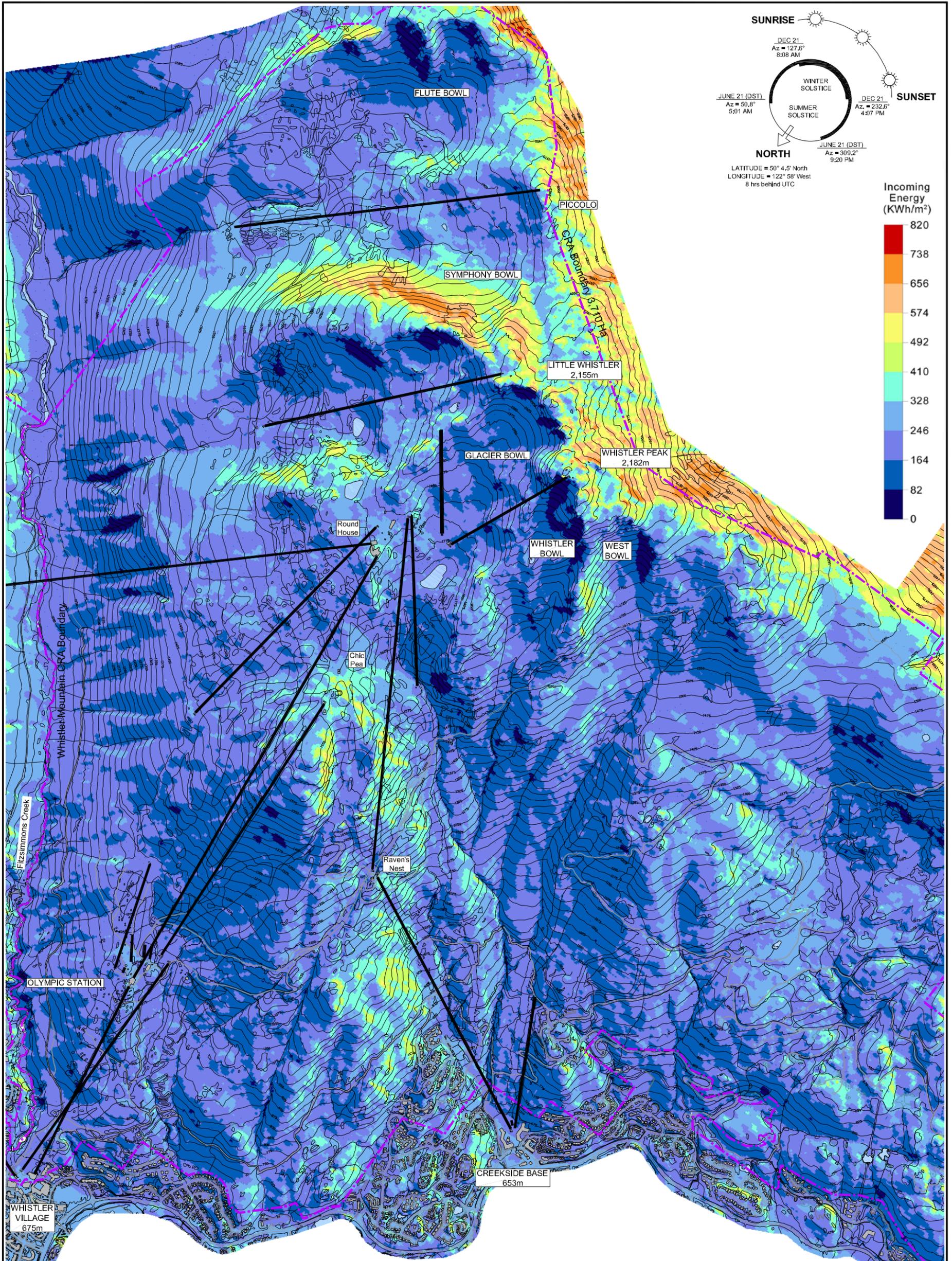
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NOTES:

PERIOD OF CALCULATION:
Daily
Dec. 1, 2009 to Mar. 31, 2010

DAILY EXTENTS OF CALCULATION:
03:00 am - 10:00 pm

INTERVAL OF CALCULATION:
15 minutes

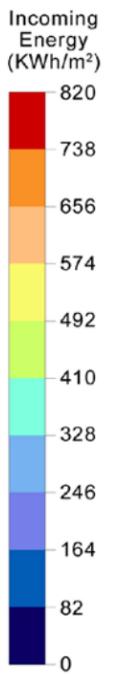
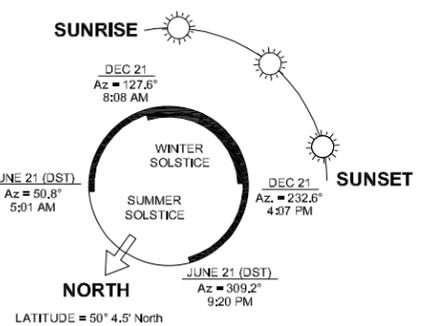
NUMBER OF DAYS ANALYZED:
121 days

AVERAGE NUMBER OF DAYLIGHT HOURS:
12.72 hours/day

MINIMUM POTENTIAL SOLAR ENERGY:
41.1 kWh/m²

MAXIMUM POTENTIAL SOLAR ENERGY:
816.3 kWh/m²

AVERAGE POTENTIAL SOLAR ENERGY:
307.5 kWh/m²



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0m 250 500 750 1000

LEGEND

Ski Trail Ability Level

- Easier ●
- More Difficult ■
- Most Difficult ◆

*see text for lift and trail details.

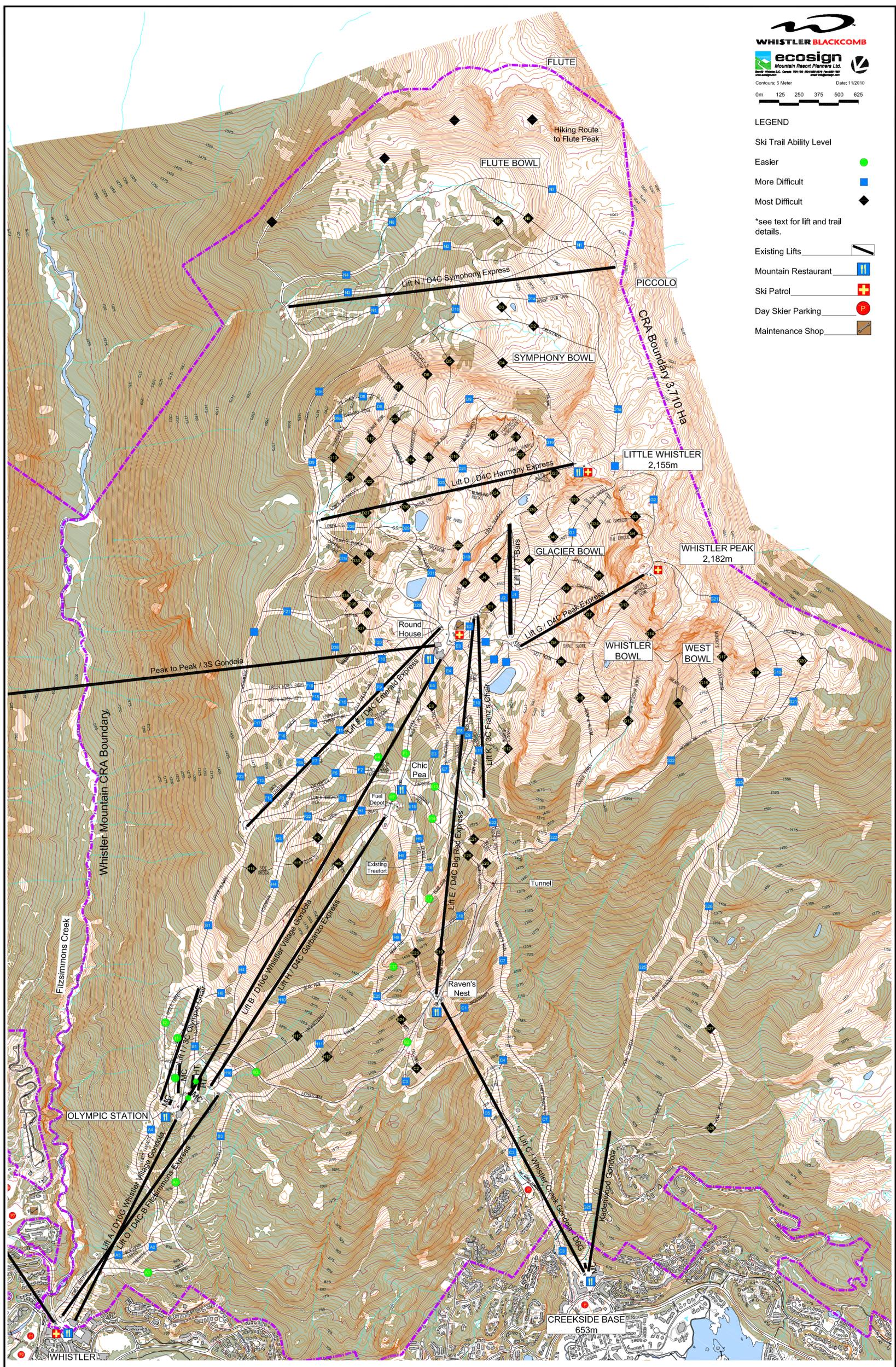
Existing Lifts

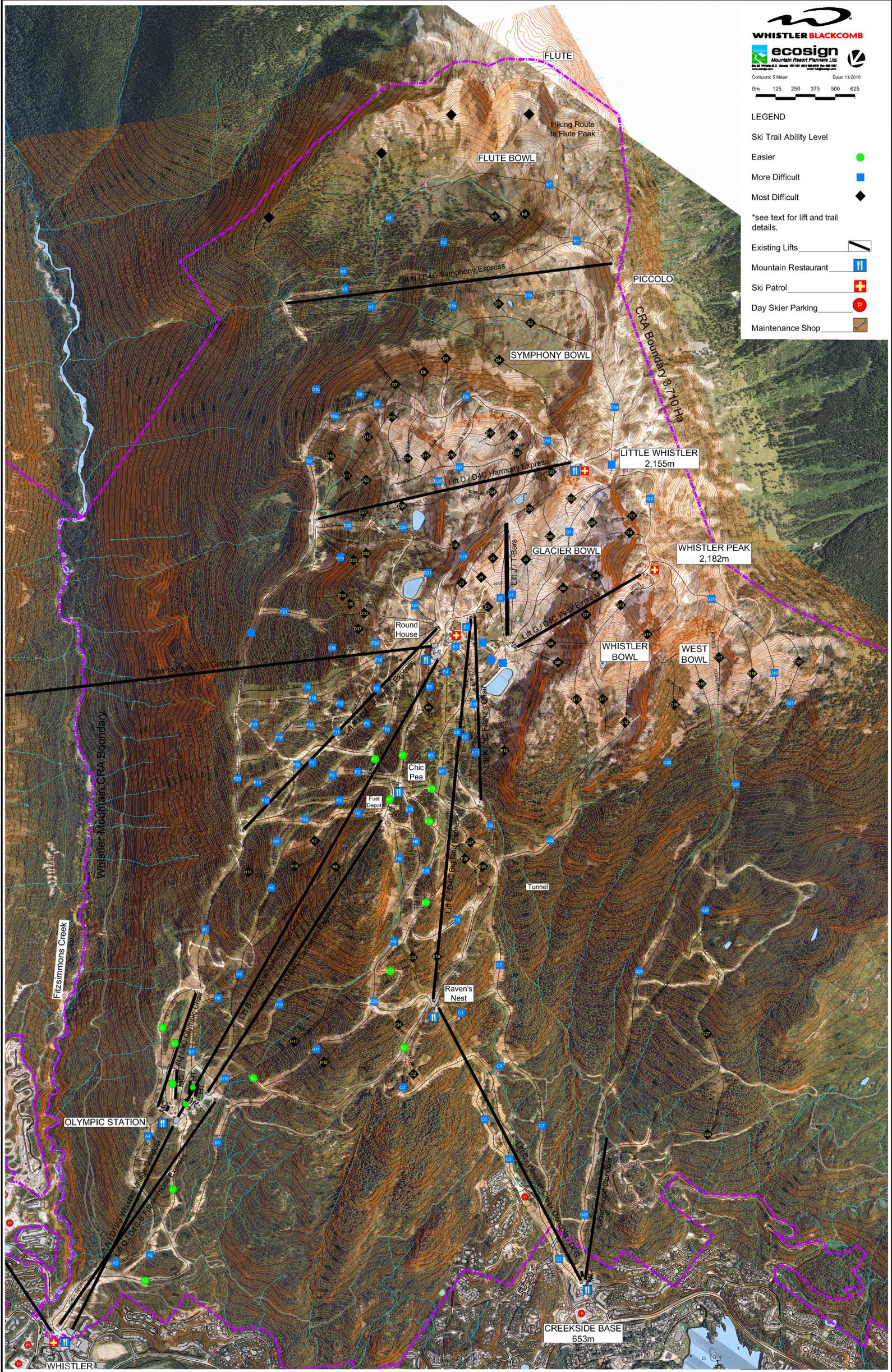
Mountain Restaurant

Ski Patrol

Day Skier Parking

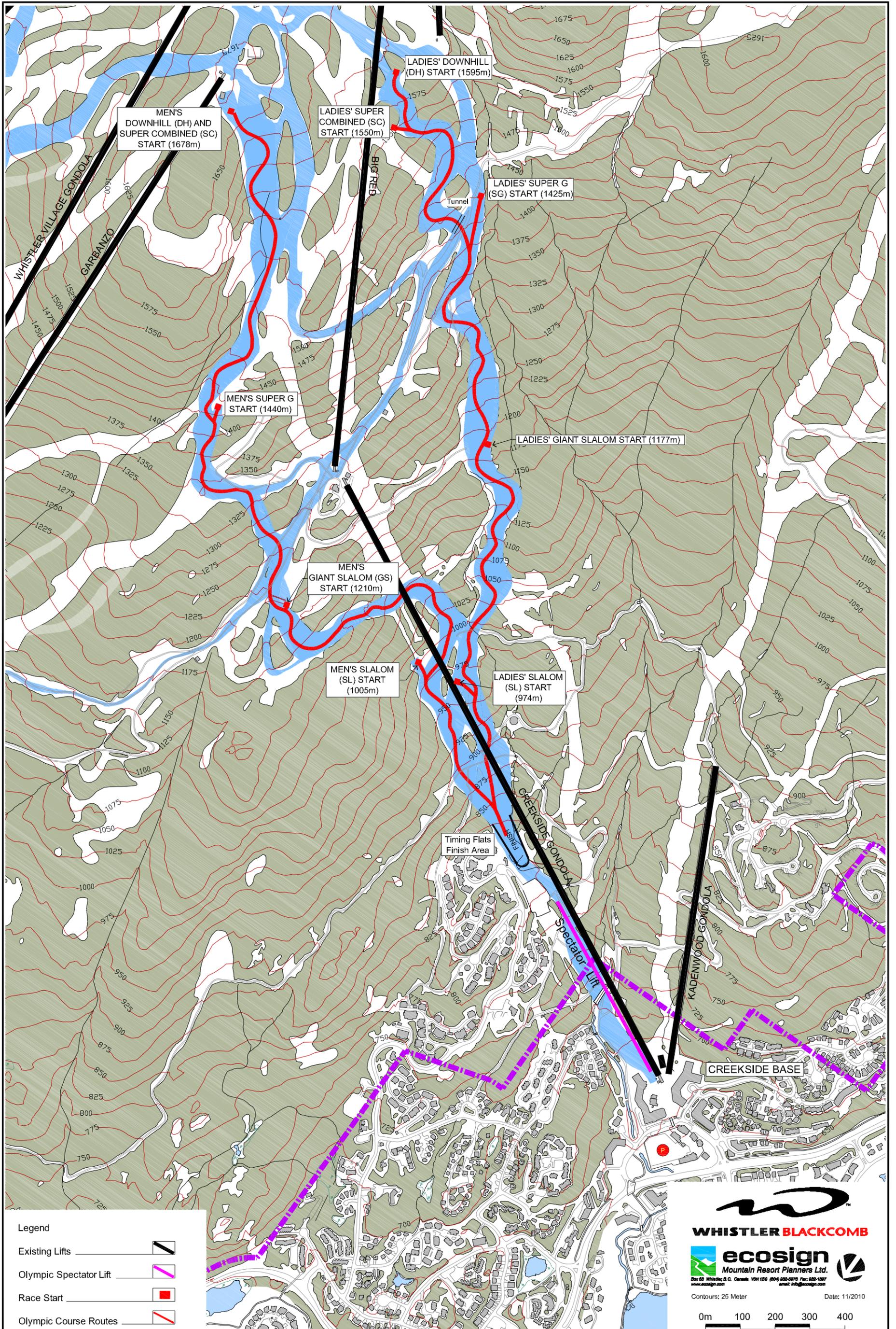
Maintenance Shop





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 Contours: 5 Meter Date: 11/2010
 0m 125 250 375 500 625

- LEGEND**
- Ski Trail Ability Level
 - Easier ●
 - More Difficult ■
 - Most Difficult ◆
 - *see text for lift and trail details.
 - Existing Lifts
 - Mountain Restaurant
 - Ski Patrol
 - Day Skier Parking
 - Maintenance Shop





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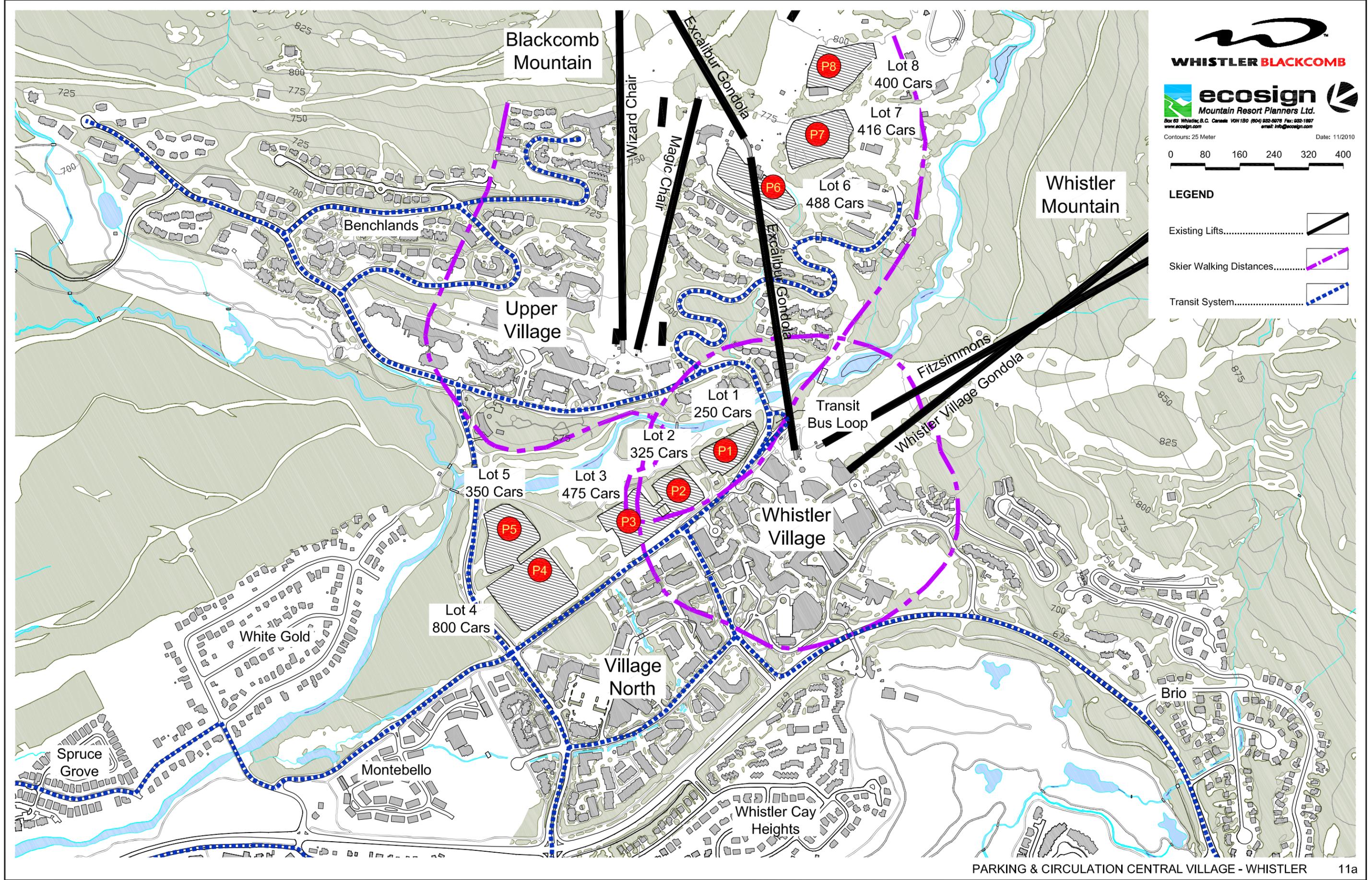


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0 80 160 240 320 400

LEGEND

- Existing Lifts.....
- Skier Walking Distances.....
- Transit System.....





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LEGEND

Bus Route

Creekside Parkade

Skier Walking Distance

Underground Parkade
1,268 Day Skier Stalls
3,195 Skiers
Surface Parking
164 Commercial Stalls
4 Taxi Stalls
6 Charter Bus Stalls

Creekside Gondola

Creekside Base

Franz's Trail

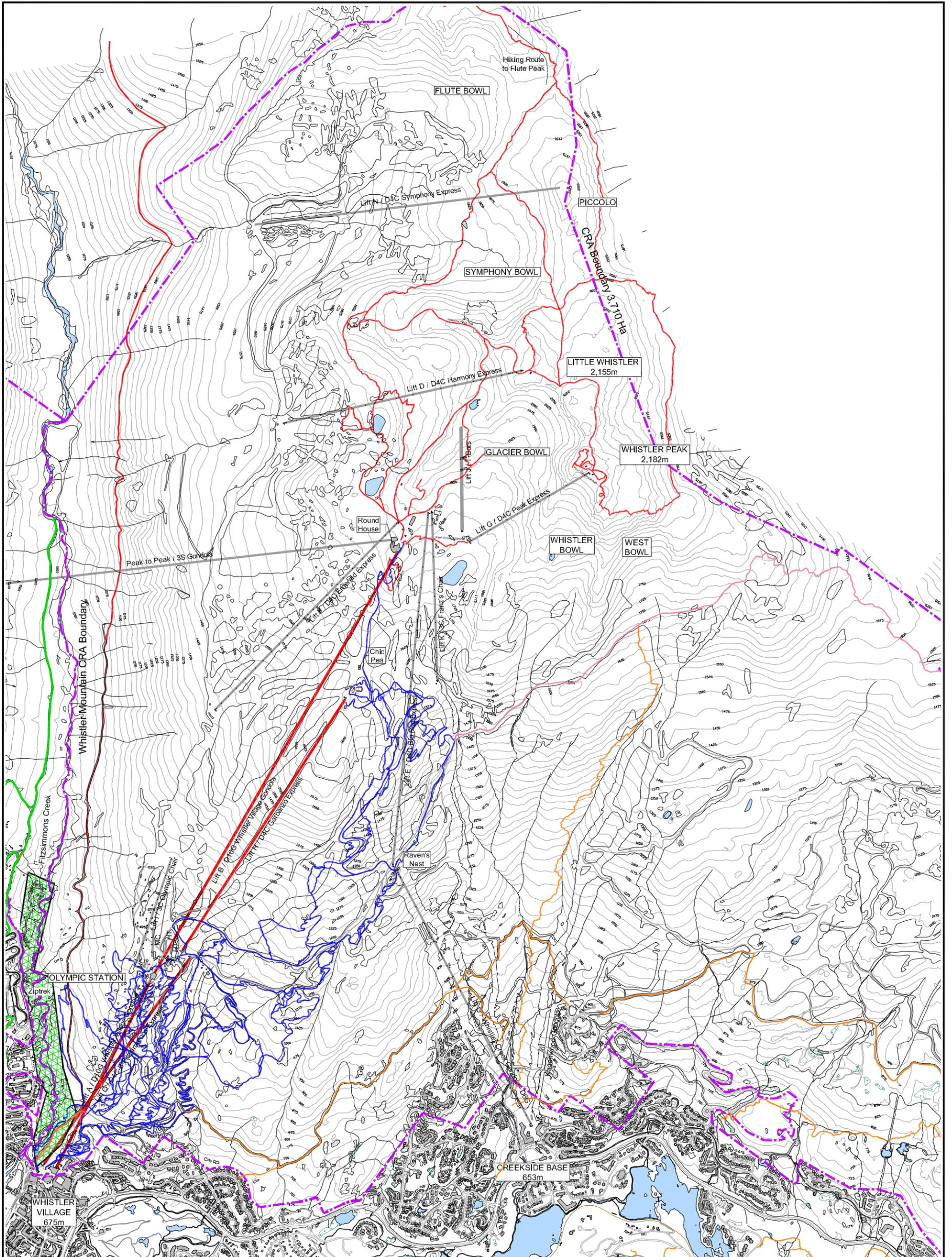
Whistler Creek

Highway 99

Nordic Estates

The Peak

P



LEGEND

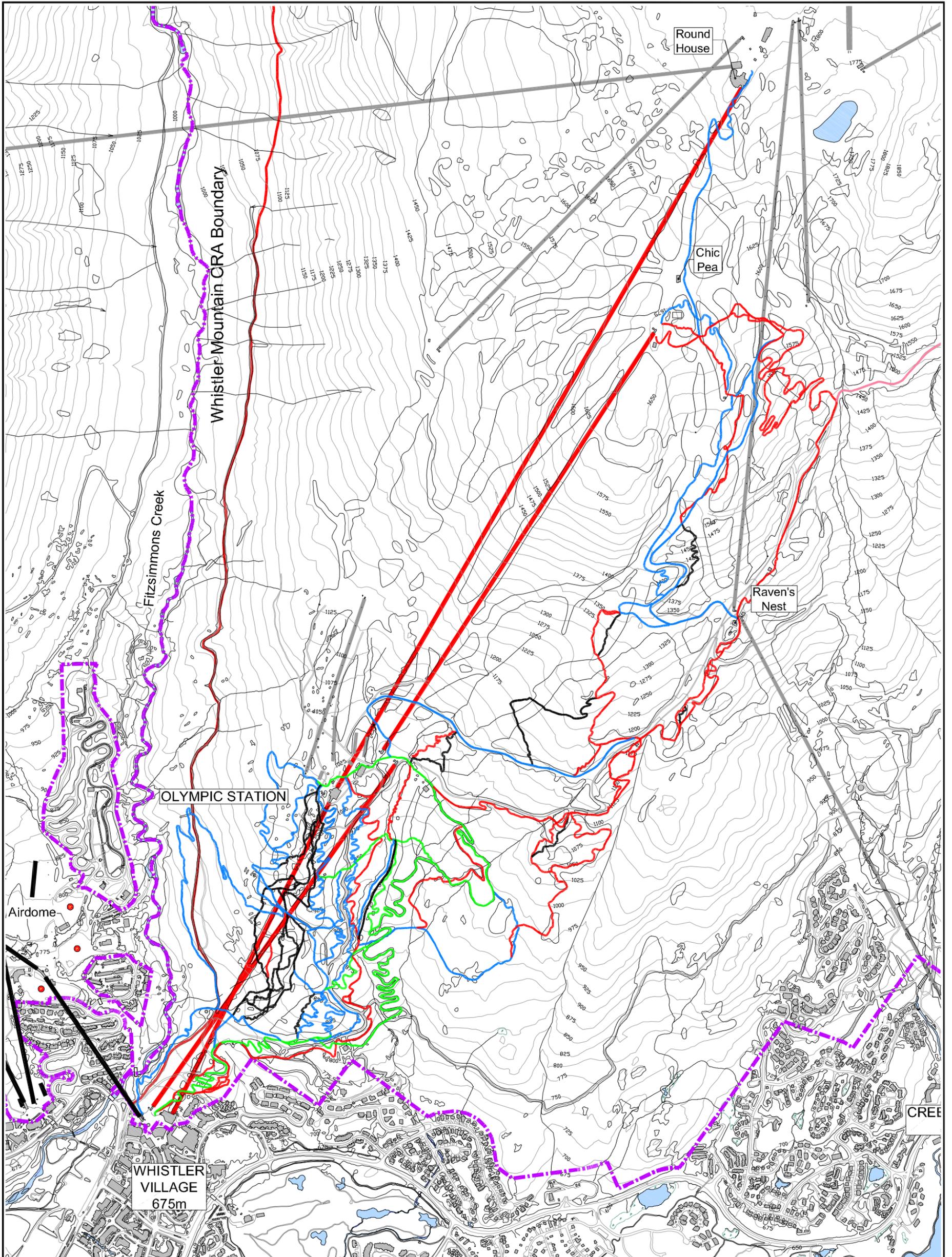
Whistler Mountain Bike Park Trails	
Cross Country Bike Trails	
Hiking Trails	
Zip Trek	
CSA ATV	
Controlled Recreation Area Boundary	

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0m 250 500 750 1000



LEGEND

- Easiest 
- Intermediate 
- Advanced 
- Expert Advanced 
- Controlled Recreation Area Boundary 



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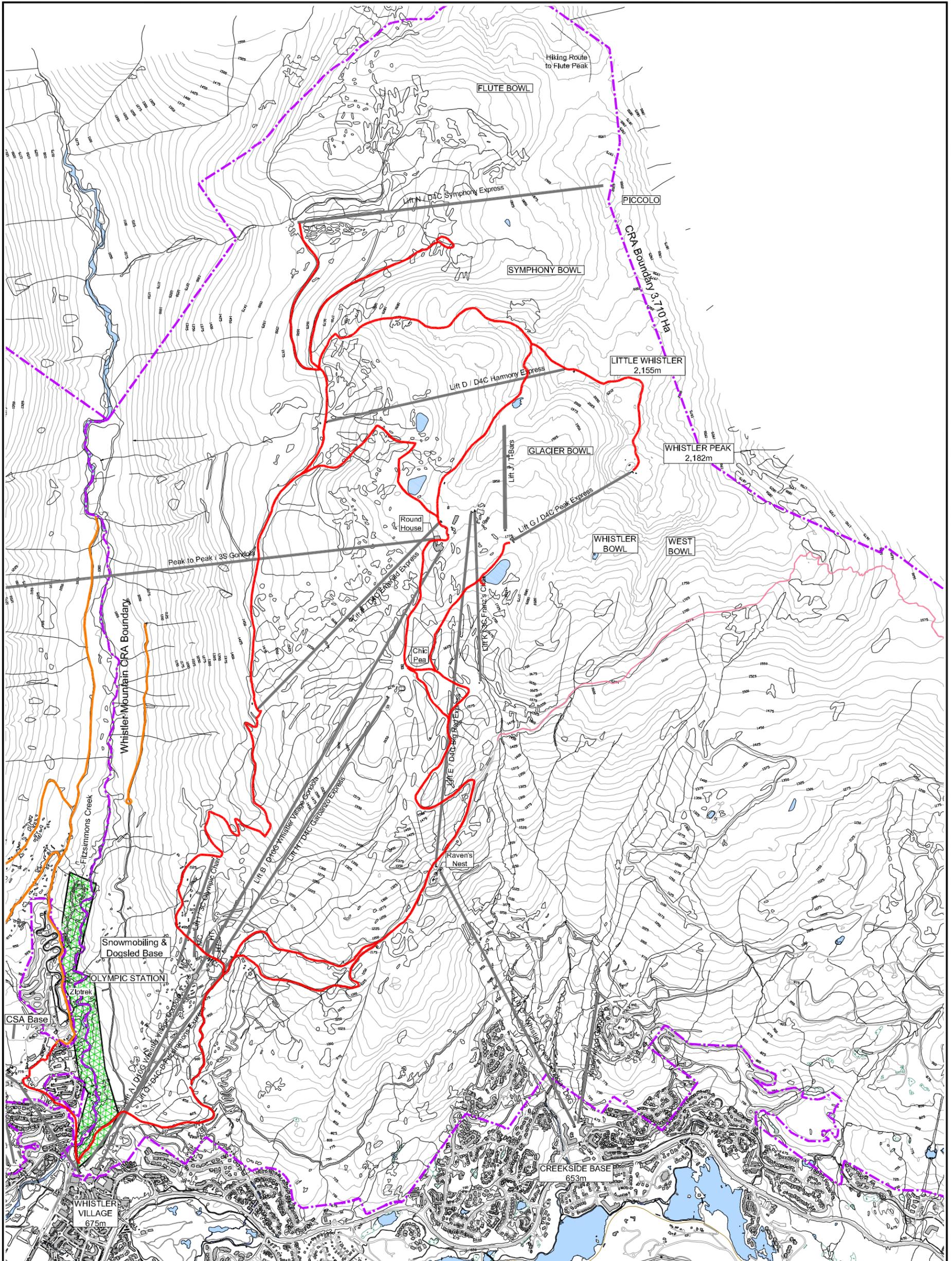
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0m 150 300 450 600





LEGEND

- CSA Winter/Spring Snowmobiling 
- CSA Spring Snowmobiling 
- Controlled Recreation Area Boundary 
- Zip Trek 



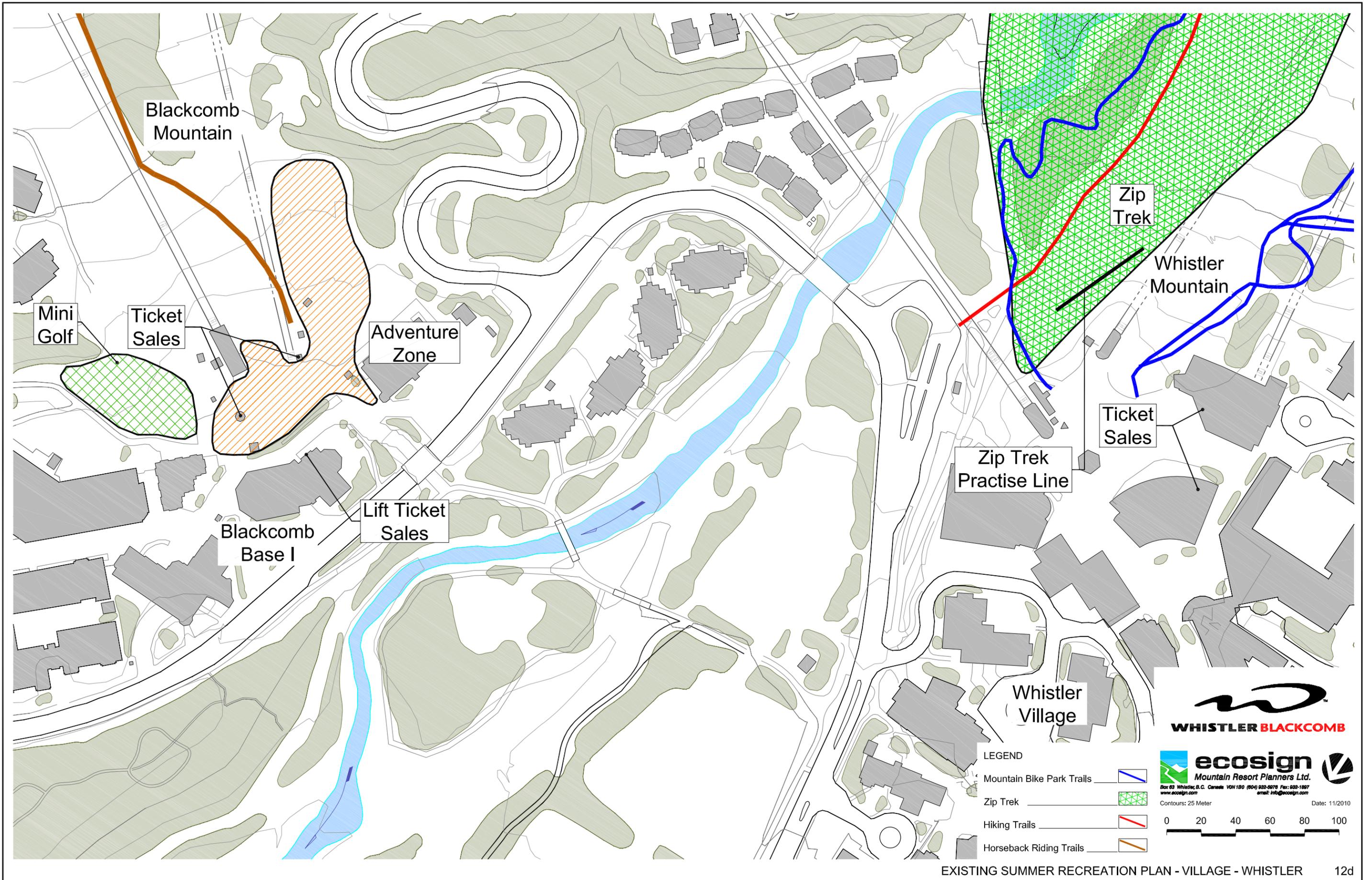
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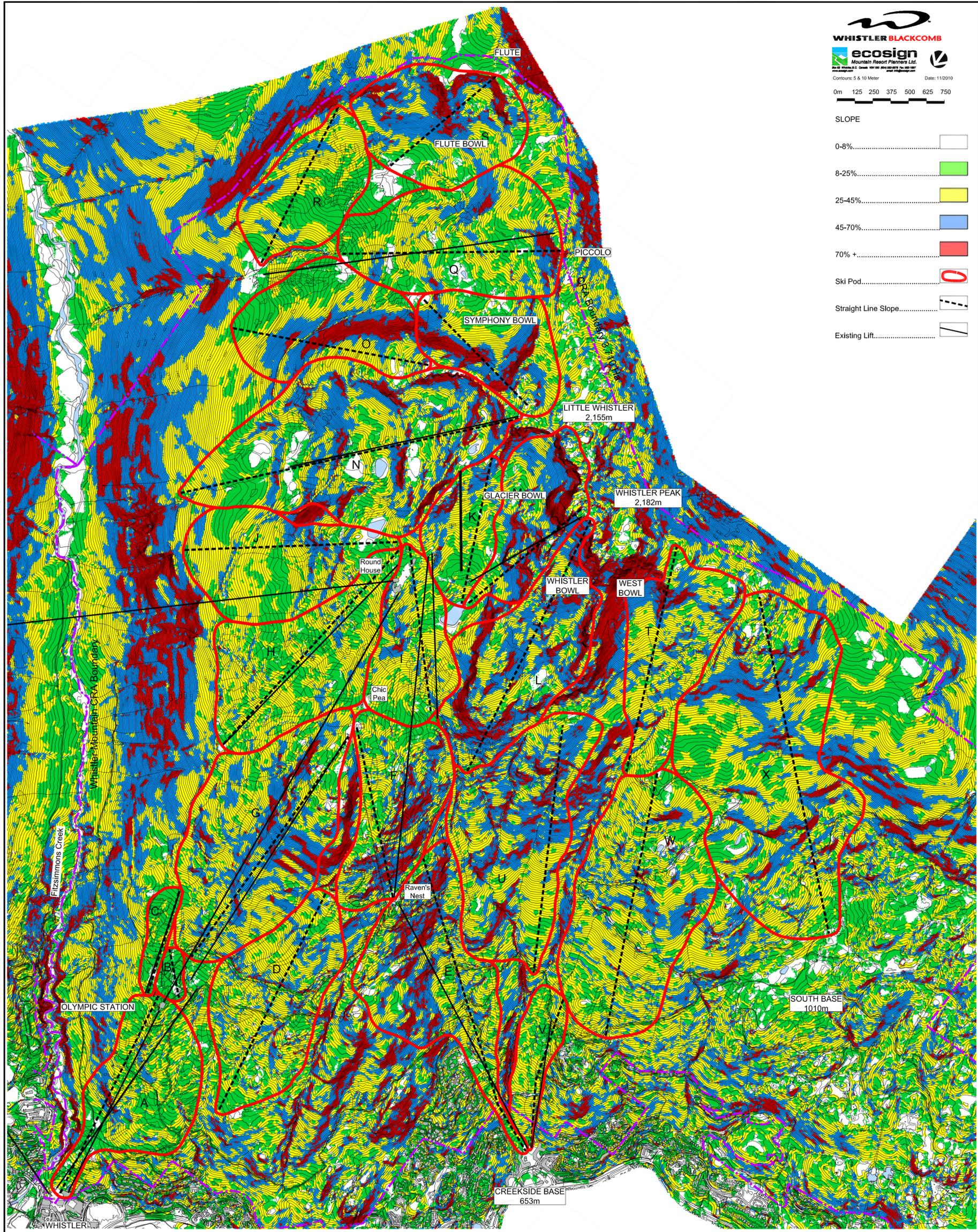
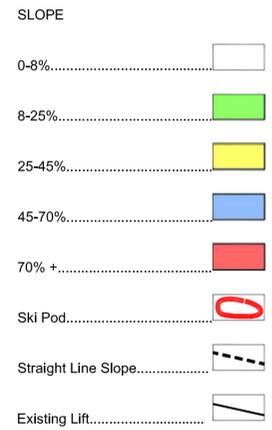
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LEGEND

- Mountain Bike Park Trails
- Zip Trek
- Hiking Trails
- Horseback Riding Trails

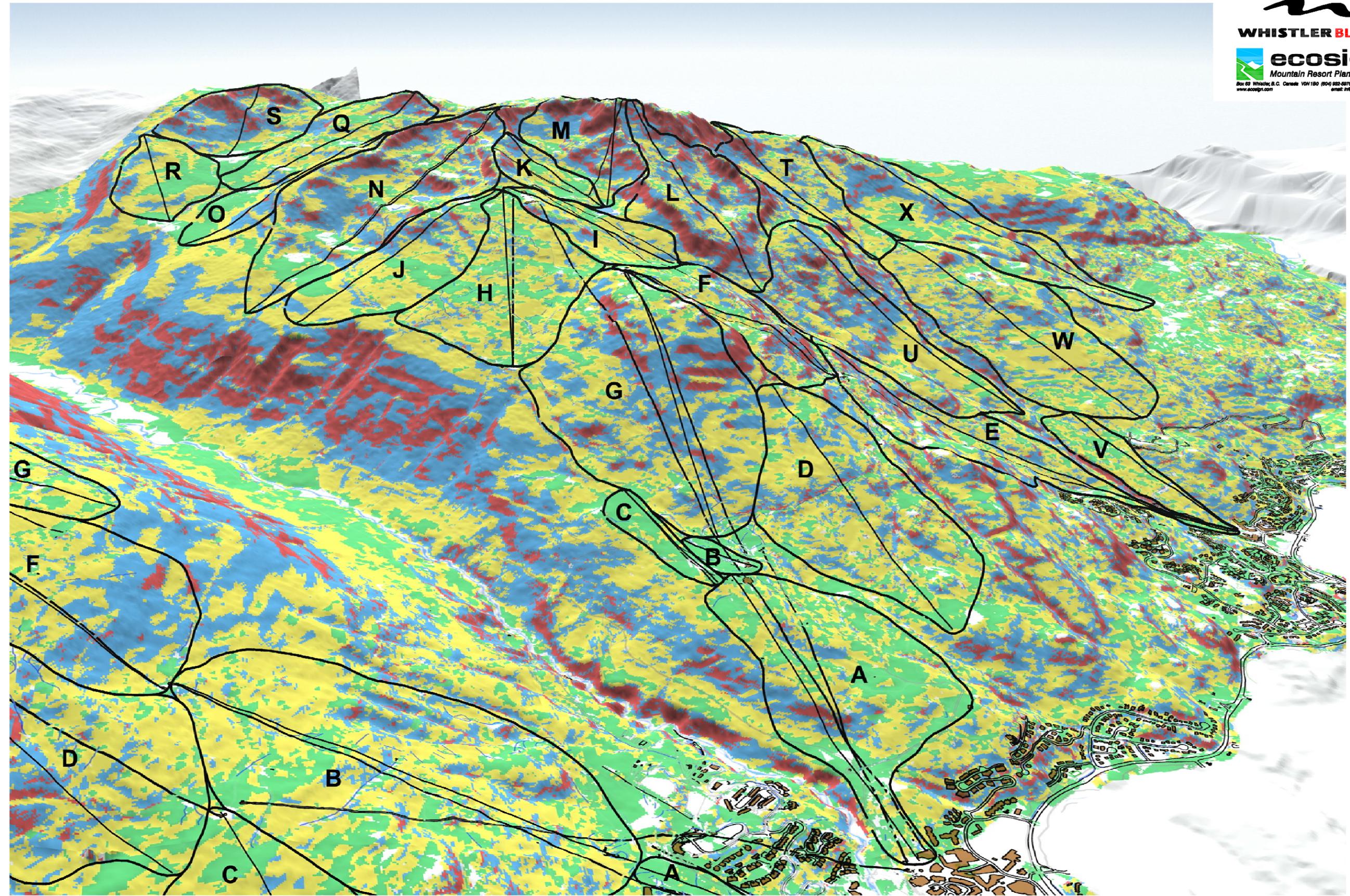


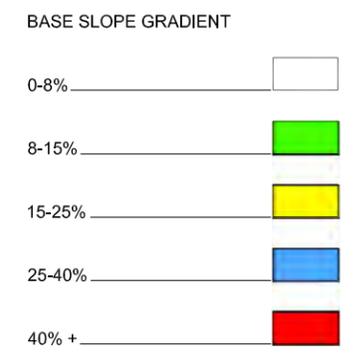
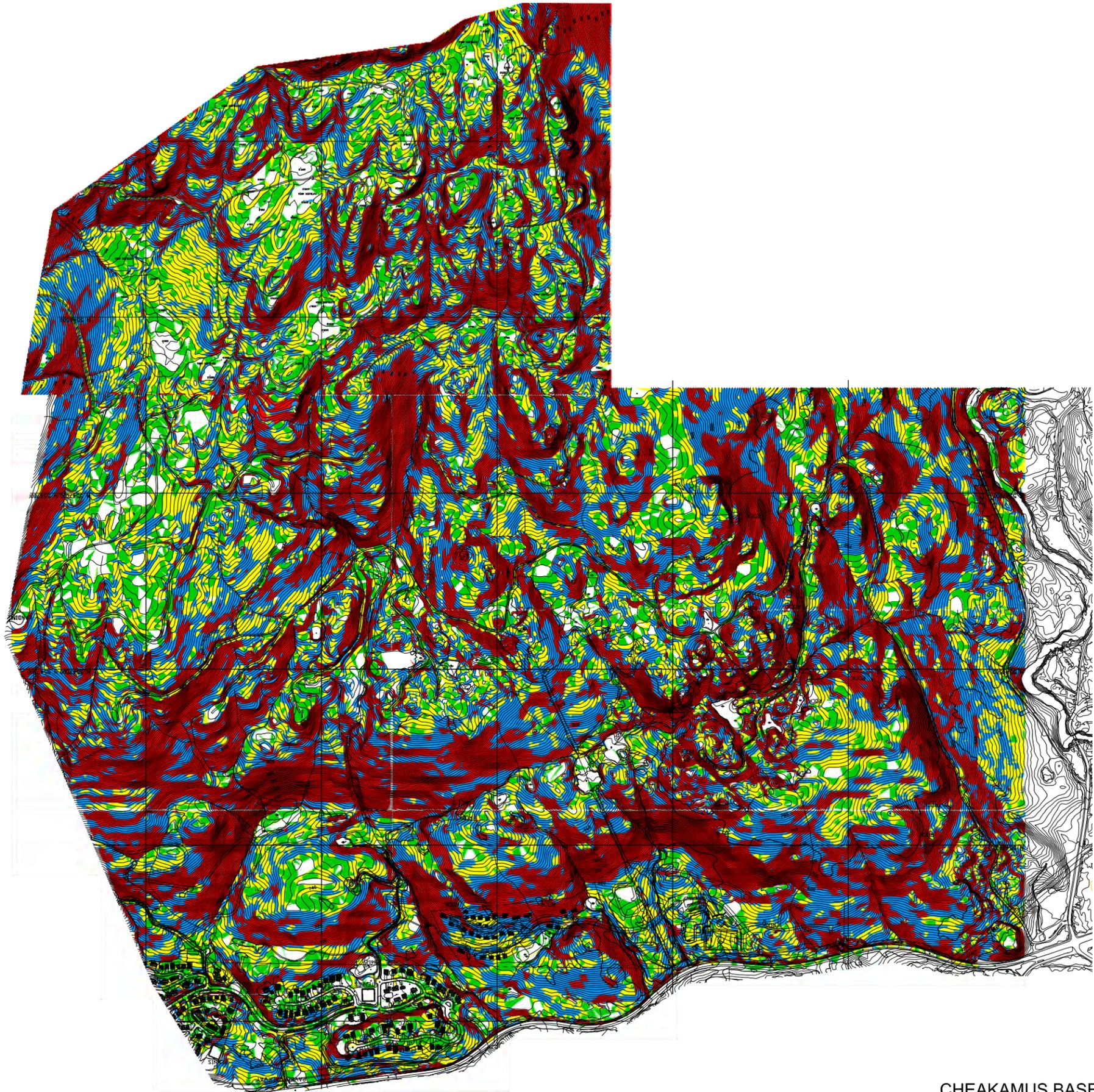


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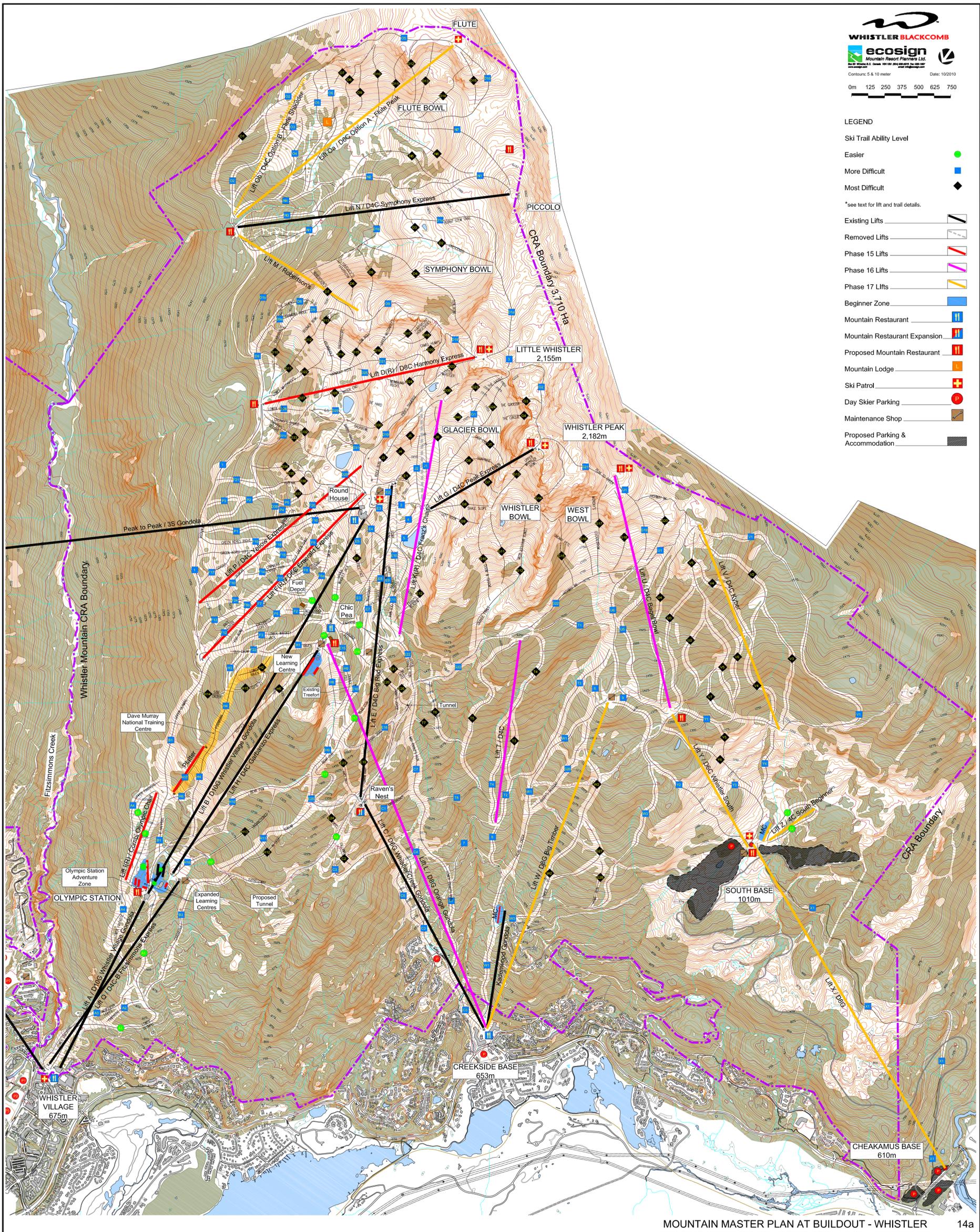
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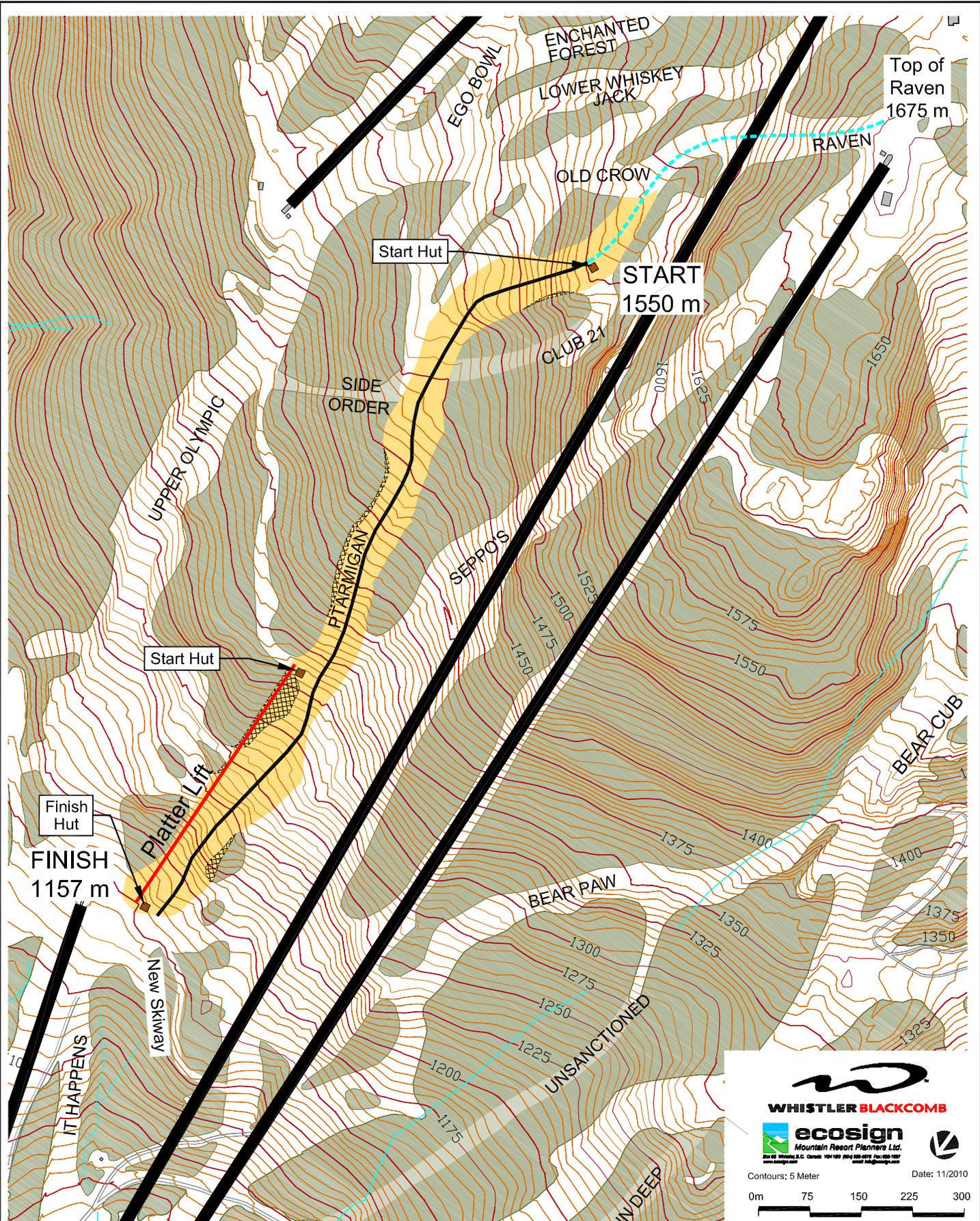




LEGEND

- Ski Trail Ability Level**
- Easier ●
 - More Difficult ■
 - Most Difficult ◆
- *see text for lift and trail details.
- Existing Lifts**
- Removed Lifts**
- Phase 15 Lifts**
- Phase 16 Lifts**
- Phase 17 Lifts**
- Beginner Zone**
- Mountain Restaurant**
- Mountain Restaurant Expansion**
- Proposed Mountain Restaurant**
- Mountain Lodge**
- Ski Patrol**
- Day Skier Parking**
- Maintenance Shop**
- Proposed Parking & Accommodation**





LEGEND

Area of Trees to be Removed 



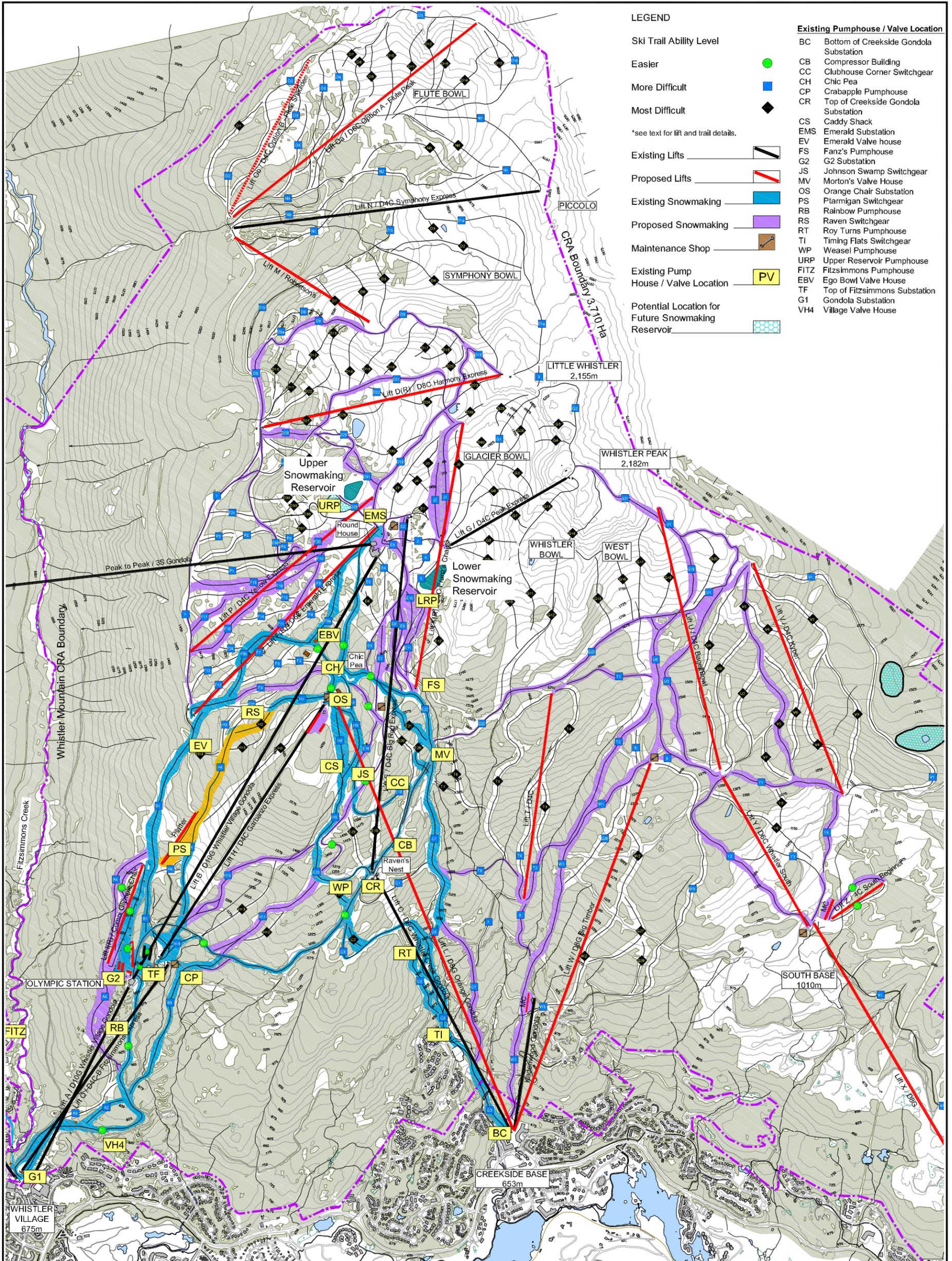
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0m 75 150 225 300



LEGEND

- Ski Trail Ability Level**
- Easier ●
 - More Difficult ■
 - Most Difficult ◆

*see text for lift and trail details.

- Existing Lifts —
- Proposed Lifts —
- Existing Snowmaking —
- Proposed Snowmaking —
- Maintenance Shop ■
- Existing Pump House / Valve Location PV
- Potential Location for Future Snowmaking Reservoir

Existing Pumphouse / Valve Location

BC	Bottom of Creekside Gondola Substation
CB	Compressor Building
CC	Clubhouse Corner Switchgear
CH	Chic Pea
CP	Crabapple Pumphouse
CR	Top of Creekside Gondola Substation
CS	Caddy Shack
EMS	Emerald Substation
EV	Emerald Valve house
FS	Fanz's Pumphouse
G2	G2 Substation
JS	Johnson Swamp Switchgear
MV	Morton's Valve House
OS	Orange Chair Substation
PS	Plarmigan Switchgear
RB	Rainbow Pumphouse
RS	Raven Switchgear
RT	Roy Turns Pumphouse
TI	Timing Flats Switchgear
WP	Weasel Pumphouse
URP	Upper Reservoir Pumphouse
FITZ	Fitzsimmons Pumphouse
EBV	Ego Bowl Valve House
TF	Top of Fitzsimmons Substation
G1	Gondola Substation
VH4	Village Valve House

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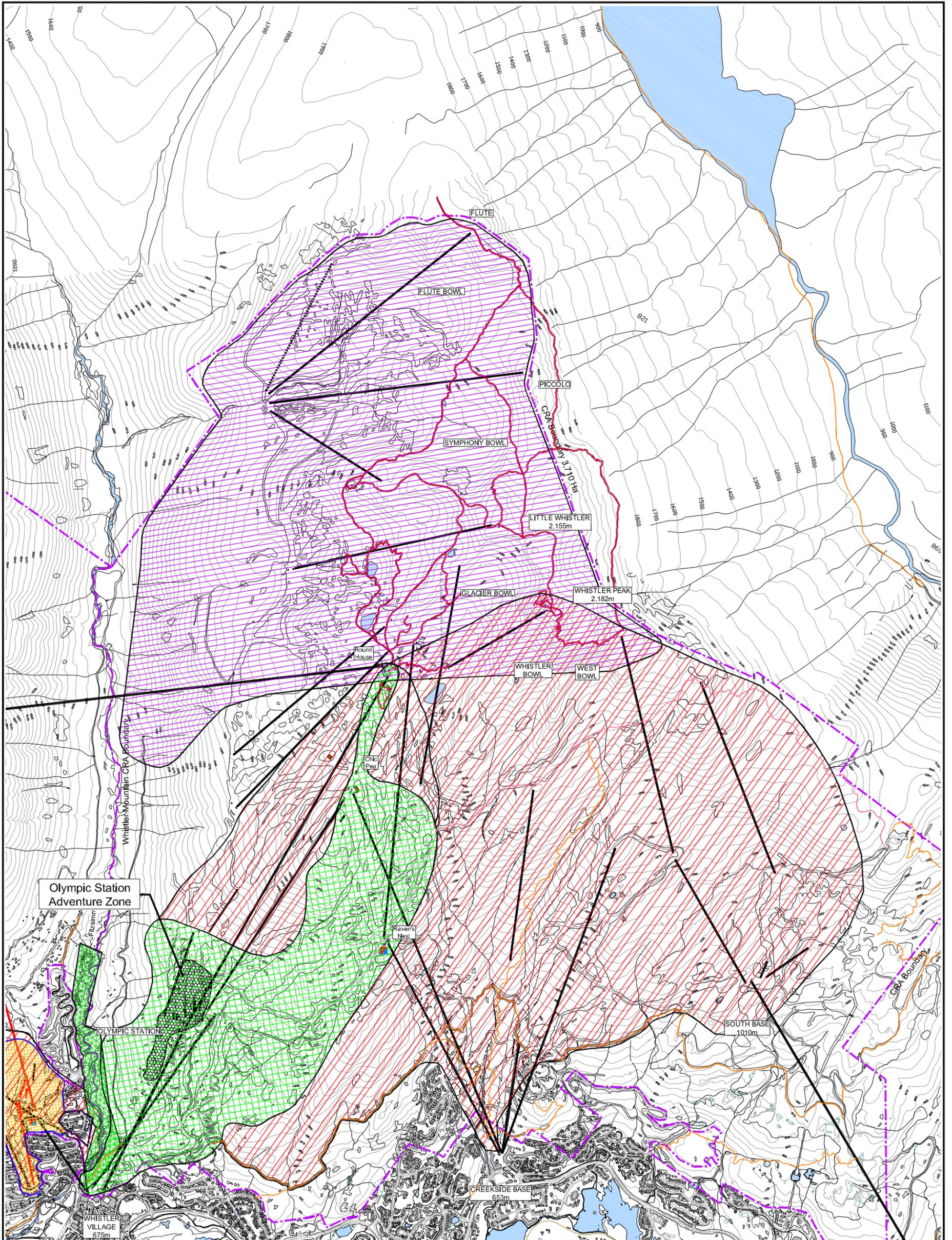
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0m 250 500 750 1000



LEGEND

Boundary of Existing Whistler Mountain Bike Park		Existing Guided Mountain Bike Trails	
Existing Cross Country Bike Trails		Existing Hiking Trails	
Mountain Bike Park Expansion			
Proposed Hiking Zone			
Zip Trek			
Blackcomb Base Adventure Zone			
Proposed Whistler Adventure Zone			
Controlled Recreation Area Boundary			



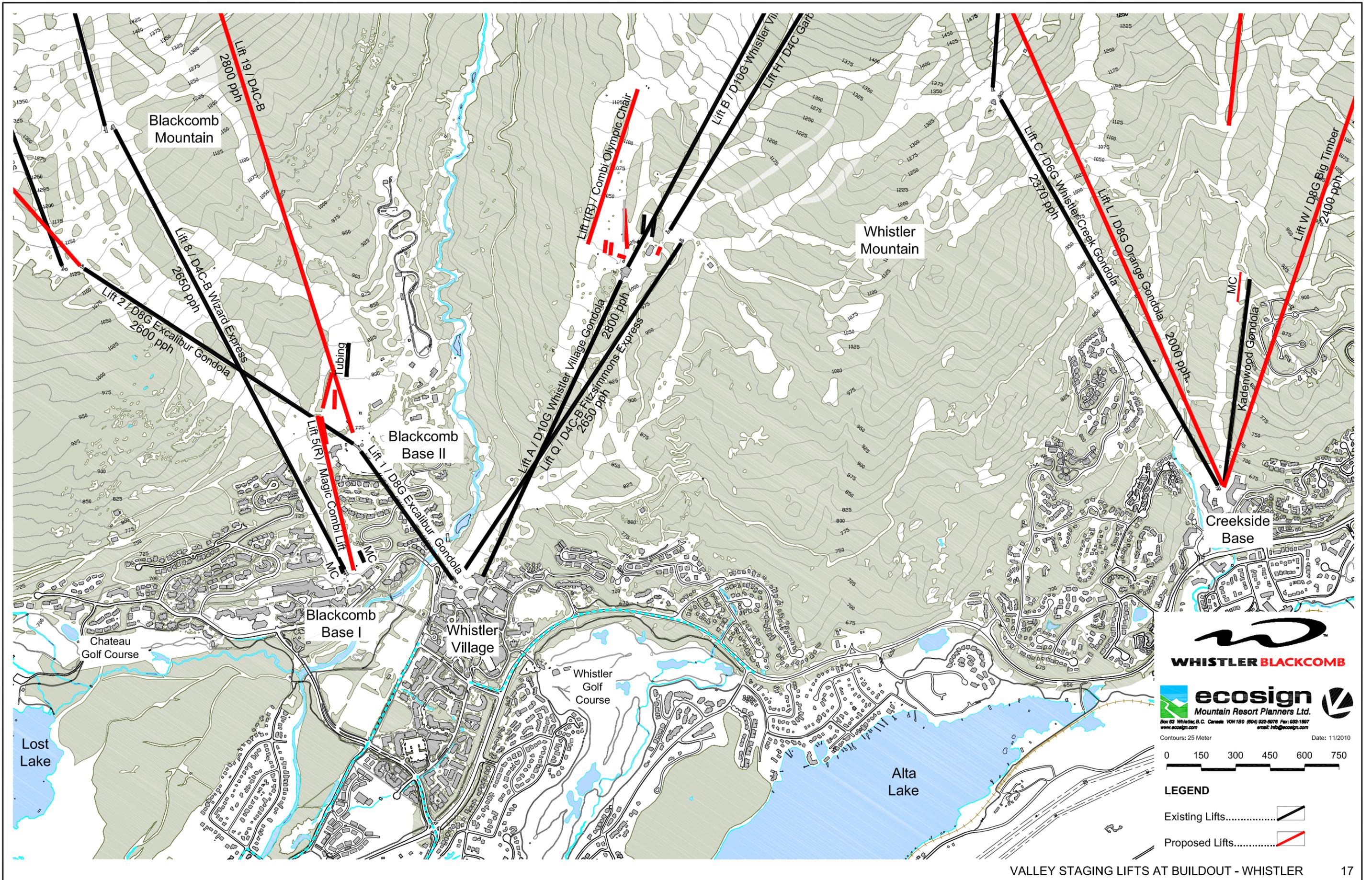


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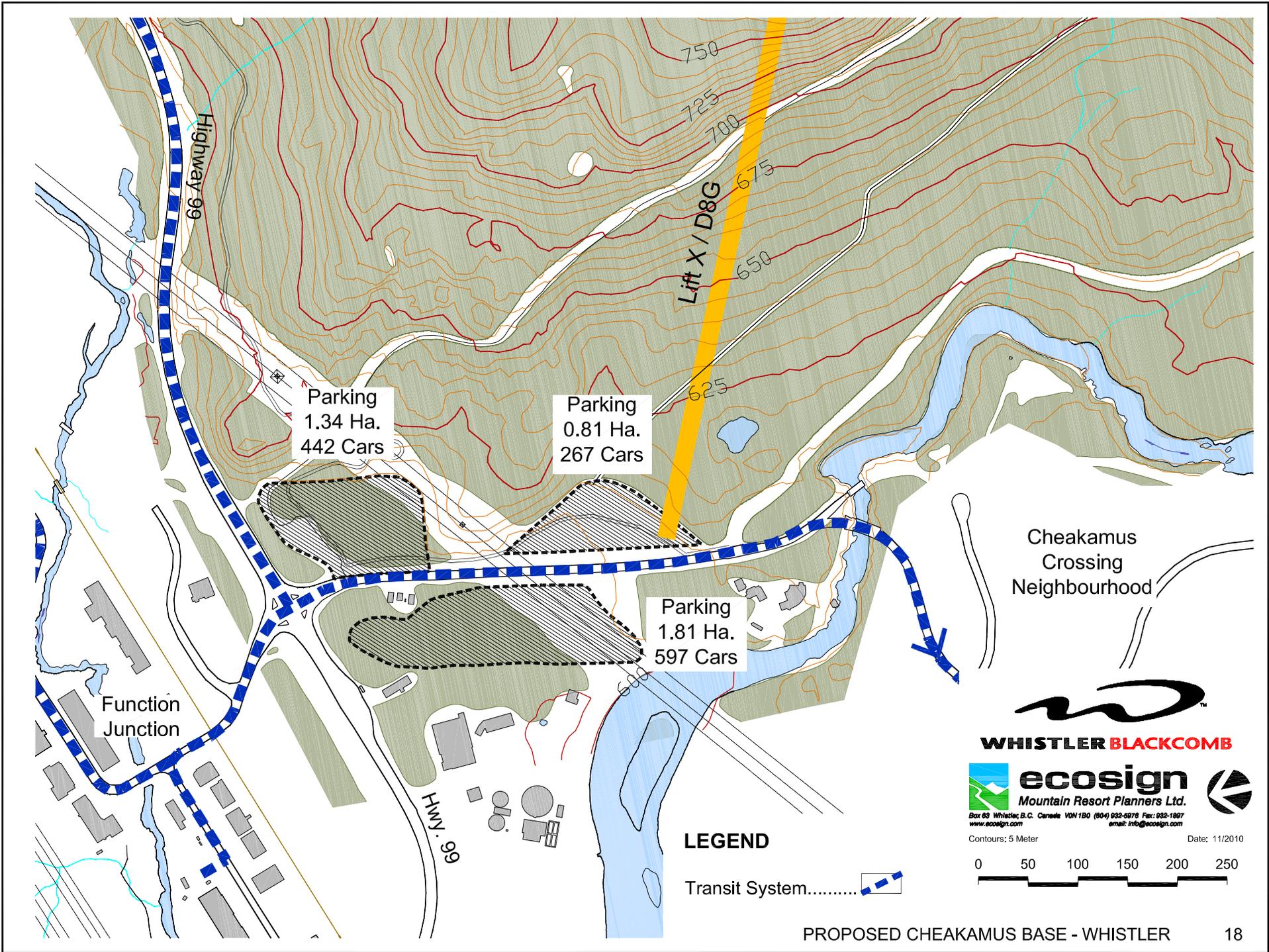
SUMMER RECREATION PLAN AT BUILDOUT - WHISTLER



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0 150 300 450 600 750

- LEGEND**
- Existing Lifts.....
 - Proposed Lifts.....



LEGEND

Transit System..... 

Cheakamus
Crossing
Neighbourhood

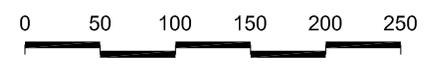


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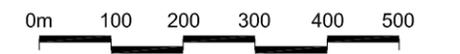




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Contours: 2 Meter Date: 11/2010



LEGEND

Ski Trail Ability Level

- Easiest 
- Easy 
- Most Difficult 

*see text for lift and trail details.

Phase 17 Lifts 

Mountain Restaurant 

Ski Patrol 

Base Facilities (Accommodation, Parking and Skier Services) 

South Base Access Road 

Skier Walking Distance 

