

April 21st, 2016

Singing Pass Trail through the Whistler Blackcomb Controlled Recreation Areas - Backgrounder

History of the Working Group:

The first meeting between stakeholders and the various agencies and land managers in the Fitzsimmons drainage was held in September 2012. Coordinated by Innergex, the meeting included representatives of the following organizations:

- Whistler Blackcomb (WB)
- Whistler Sliding Centre (WSC) – Legacies Society
- BC Parks
- Rec Sites and Trails, MFLNRO- (RSTBBC)
- Resort Municipality of Whistler (RMOW)
- Alpine Club of Canada – Whistler Section
- Innergex

The purpose of this meeting was to discuss the issue of public access to Singing Pass and to explore options for re-establishing vehicle access above Whistler Village. The state of the current trail was discussed and two options were brought forward to resolve the issue – to make improvements to the existing trail; or, move the trail to the Blackcomb side of Fitzsimmons Creek (discussed in detail in next section). All representatives had the opportunity to raise their interests and concerns about the options, and it was recognized that this is a complex issue. The minutes of this meeting are attached.

In late 2012 and 2013, BC Parks engaged the public in a management plan amendment for the Spearhead Area of Garibaldi Park, addressing several management issues specific to the Whistler area of Garibaldi Park. Public access to Singing Pass was one of the issues. The management plan amendment describes the management issue:

In recent years a slope failure has eliminated all vehicle access to the former Singing Pass trailhead. As a result, park visitors have an additional four kilometre hike on a rough road to join up with the existing trail inside the park.

The management plan amendment then identifies the following management objective and strategies:

Objective: *To work with adjacent land managers to provide appropriate public access to the Spearhead Area of the park.*

Strategies:

- i. *Work with adjacent land managers to establish a new vehicle-accessible trailhead on the north side of Fitzsimmons Creek to provide summer access to the Singing Pass Trail.*
 - a. *Connect the Singing Pass Trail to a new trailhead on the north side of Fitzsimmons Creek.*
 - b. *Explore the establishment of a route from the new trailhead to connect with trails in the park on the Blackcomb side.*

See section 5.2.1 of the [Management Plan Amendment](#) for more details.

In 2012 and 2013, Whistler Blackcomb also worked on updating the Ski Area Master Development Agreement and acknowledged their commitment to providing free public access to Garibaldi Park through the Controlled Recreation Area.

In 2015 the Federation of Mountain Clubs of BC (FMCBC) contacted the Mountain Resort Branch (MRB) to inquire about progress on the Singing Pass Trail. MRB took the lead in re-establishing the working group and facilitating a resolution to the challenges. Since that time the working group has had several conversations and organized a site visit to review and discuss the Blackcomb side option with the members of the FMCBC & ACC. During the site visit the stakeholders clearly expressed a desire for vehicle access to the Innergex intake; however several safety concerns and other operational constraints about use of the road were raised. See Private Vehicle Access Challenges below.

In October 2015 the working group advised FMCBC and ACC that they had decided that the Blackcomb Option was the preferred option and offered the most benefits for the public. However, shortly after that correspondence, a site visit conducted by Alister McCrone (RSTBBC) and Katy Chambers (BC Parks) to ground-truth the preferred option and gather more information, resulted in an assessment that the benefits of the Blackcomb option might not outweigh the costs. It was concluded that more conversation with the working group and more detailed cost estimates were warranted.

Additional information has been gathered and the working group would like to present the options and information to FMCBC and ACC for discussion.

Description of the Proposed Options:

Option 1, Blackcomb Side (see attached Map):

- Drive up from the village and park in Parking Lot 8 (on Blackcomb Mountain, adjacent to the Sliding Centre – approx. 1.8km and 150 metres in elevation above Whistler Village). See attached map;
- Walk through the Sliding Centre to the Innergex penstock right of way which lies between the Sliding Centre and Fitzsimmons Creek;
- Hike up the penstock right of way and/or a new section of trail to the Innergex intake on Fitzsimmons Creek (approx. 4km);
- Cross a new pedestrian bridge over Fitzsimmons Creek that would be constructed in the vicinity of the intake;
- From the bridge, hike along a new section of trail on the Whistler side of Fitzsimmons Creek to a point that intersects the existing Singing Pass Trail, if possible beyond the problematic Harmony Creek crossing (exact location to be determined);
- Hikers enter Garibaldi Park and continue on to Singing Pass.

Option 2, Whistler Side (see attached Map):

- Use existing Singing Pass Trail where possible
- Create new bypass trail around main Fitzsimmons Slump
- Repair several existing crossings
- Construct foot bridge over Harmony Creek
- Build new bypass around the “Harmony Slump” rejoining the existing Singing Pass trail

Options Summary Table:

Options	Singing Pass Trail BLACKCOMB SIDE (Option 1)	Singing Pass Trail Upgrade WHISTLER SIDE (Option 2)
Description	Construction of a new trail and installation of a new bridge across Fitzsimons creek.	Rebuild and rehabilitate portions of the existing Singing Pass trail with some new segments of new construction.
Estimated Costs	<ul style="list-style-type: none"> • Penstock trail: \$7000 • Reconstruction of south side old road: \$7000 • New trail connection to the Singing Pass Trail \$31,000 • Helicopter transport: \$8500 • Bridge: (Minimum cost): \$150,000 • New Trail Paralleling the Existing Access road: \$56,000 (Preferred Option) • Signage and information: \$10,000 • <u>Total Cost Estimate: \$269,500</u> 	<ul style="list-style-type: none"> • Excavator transport time: \$2000 • Minor repairs to smaller creek crossings: \$2000 • Big slump repairs: \$7000 • Upgrade existing road bed: \$8000 • Harmony Creek slump bypass: \$32,000 • Signage and information: \$10,000 • <u>Total Cost Estimate: \$61,000</u>
Pros	<ul style="list-style-type: none"> • Eliminate the conflict of hikers passing through bike park • Eliminate the need to cross the Fitzsimons slump area. • Allow hikers to drive & park at Parking Lot 8 - approx. 100m elevation gain, reduce hiking distance approx. 1km • Better parking/staging area • Does not have the slope stability issues that are present on the Whistler side. 	<ul style="list-style-type: none"> • Single trail for both summer and winter access/egress • Substantially lower cost – (Total \$61,000.00) • No new major infrastructure installation • Much higher probability of receiving funding for full cost • Less environmental impact
Cons	<ul style="list-style-type: none"> • Substantially higher total cost (\$269,500) • Necessary to maintain existing route as skier egress in the winter months • Significant new site disturbance • Installation of a major infrastructure component • Ongoing maintenance and engineering costs • Higher risk of wildfire on south side of valley 	<ul style="list-style-type: none"> • No elevation gain • No decrease to foot travel distance • Ongoing erosion/slope stability issues • Safety concerns of hikers passing through the bike park and crossing downhill bike trails.

Note: Whistler Blackcomb has also offered further measures to bring this issue to resolution they included:

- Discounted 360 Summer Hiking Season Lift Pass for FMCBC & ACC members, from the current \$75/year to \$55/year.
- Earlier access to the lifts (currently 10am start) - Whistler Blackcomb has offered to consider earlier access times

Private Vehicle Access – Challenges:

The Province understands that FMCBC and ACC would like the public to have the ability to drive up to a higher elevation (as was previously available prior to the Fitzsimmons Slump) to decrease the amount of hiking distance and allow a quicker and more aesthetic access into Garibaldi Park. The working group has determined that private vehicle access either on the Blackcomb Mountain road to the intake or through the bike park on the existing Singing Pass Trail is not possible at this time for the following reasons:

- Whistler Blackcomb has tenure on the road from the top of the Sliding Centre up to the Innergex intake. This road is not public, but rather an industrial road for resort operations. It has not been constructed to public or municipal road standards. The mountain road is very steep with many switchbacks.
- The Sliding Center is on an exclusive Crown land lease with the Province and it is a controlled area at present.
- The Sliding Centre is a very busy area in the summer months and the mountain road experiences temporary closures for sporting events.
- While public pedestrian traffic through the Sliding Centre is not prohibited, public vehicle traffic is. The road is currently gated at the Sliding Centre.
- Some commercial operators are permitted access through signed contracts and strict road use agreements with the Sliding Centre– WB, Innergex, Ziptrek & Canadian Wilderness Adventures. Protocols include:
 - Radio communications and protocols for all staff and contractors
 - Mandatory vehicle inspections
 - 4x4 vehicles only
 - Safety plans for all fuel trucks and other hazardous transports
- WB boneyard is located along the mountain road between the Sliding Center and the intake and there is over \$1 million in assets stored there which would need to be protected by gating and other security measures.
- Whistler Blackcomb has a general concern about the public having vehicle access to other areas of the valley once they are able to pass beyond the Sliding Centre. Public access to other mountain roads beyond this point would present a safety/security concern.
- Safety concerns for users and the public as there are high wildfire hazards in that area of Blackcomb Mtn.
- Vehicle access on the Whistler side would conflict with existing resort operations and create a safety hazard for Bike Park users.
- Geotechnical concerns on the Whistler side of the valley would present significant engineering challenges and increased environmental risks.

Existing Legal Interests:

Whistler & Blackcomb Master Development Agreements (Files 2400087 & 0349523)

Legacies Society – Sliding Center Lease (File 2408831)

Innergex Penstock Right of Way & Lease for Intake (Files 2410346 & 2408076)

Whistler Master Development Agreement – Public Access Obligations:

The 1982 Whistler Master Development Agreement (MDA) speaks to public access of the Hiking Trails in section 7.01 (n) – see excerpt below. Whistler Blackcomb must allow the public to pass and repass by foot, the areas designated as hiking trails from the months of May to November, without charge. This is subject to the rights of the Resort to Control Access, granted by Article XVII of the Master Development Agreement (see excerpt below). The Singing Pass hiking trail is identified on Schedule A of the MDA, see map. The Whistler MDA does not require Whistler Blackcomb to provide public vehicle access to Singing Pass.

Article 7.02 (n)

(n) notwithstanding Article XVII, permit any person to pass and repass by foot on the Hiking Trails during the months of May to November of each year without fee or charge;

Article XVII

ARTICLE XVII – CONTROLLED RECREATION AREA

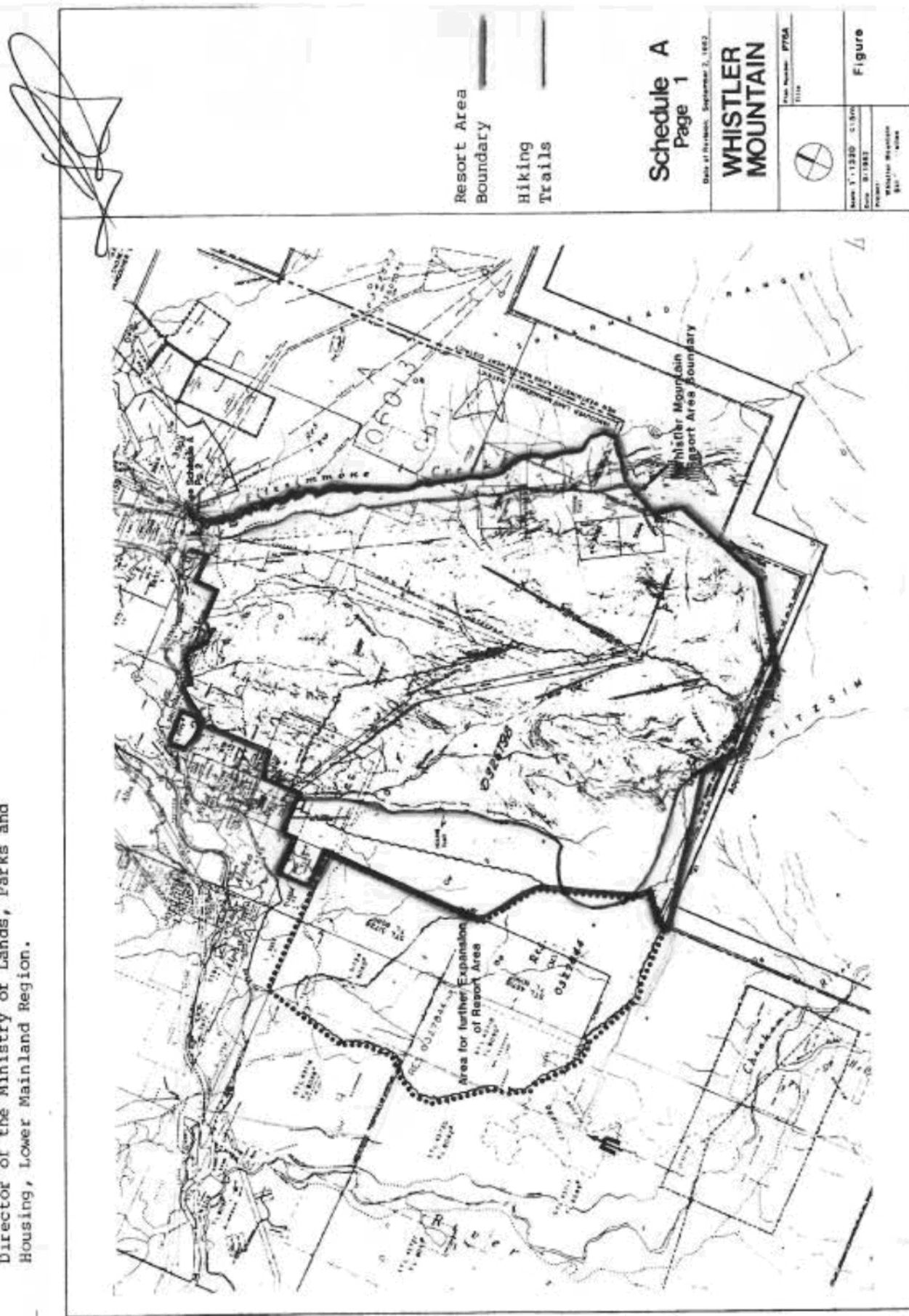
17.01 Subject to this agreement, the Province grants to Whistler the exclusive use, occupation and control of the Controlled Recreation Area and all authority, rights, and privileges incidental thereto including without limitation the following rights:

- (a) to establish a ski area boundary within the Controlled Recreation Area for the purpose of delineating the area or areas within such boundary operated and controlled by Whistler as a ski area and in which its Recreation Improvements are located and to designate such boundary by notices, posted signs, fences or otherwise;
- (b) to control, regulate and direct the movement and activities of skiers and all other persons within the Controlled Recreation Area at all times and upon such terms and conditions as Whistler may determine in its discretion;
- (c) to regulate the access and entry of all persons to the Controlled Recreation Area at all times and upon such terms and conditions as Whistler may determine in its discretion;
- (d) to evict persons from the Controlled Recreation Area;
- (e) to regulate the use and movement of vehicles of any nature whatsoever within the Controlled Recreation Area and at all times and upon such terms and conditions as Whistler may determine in its discretion;
- (f) to regulate the landing of aircraft within the Controlled Recreation Area at all times and upon such terms and conditions as Whistler may determine in its discretion.

17.02 Whistler may exercise the authority, rights and privileges set out in section 17.01 in any manner it may determine in its discretion provided that nothing contained in this agreement shall confer on Whistler the authority to arrest or detain any person.

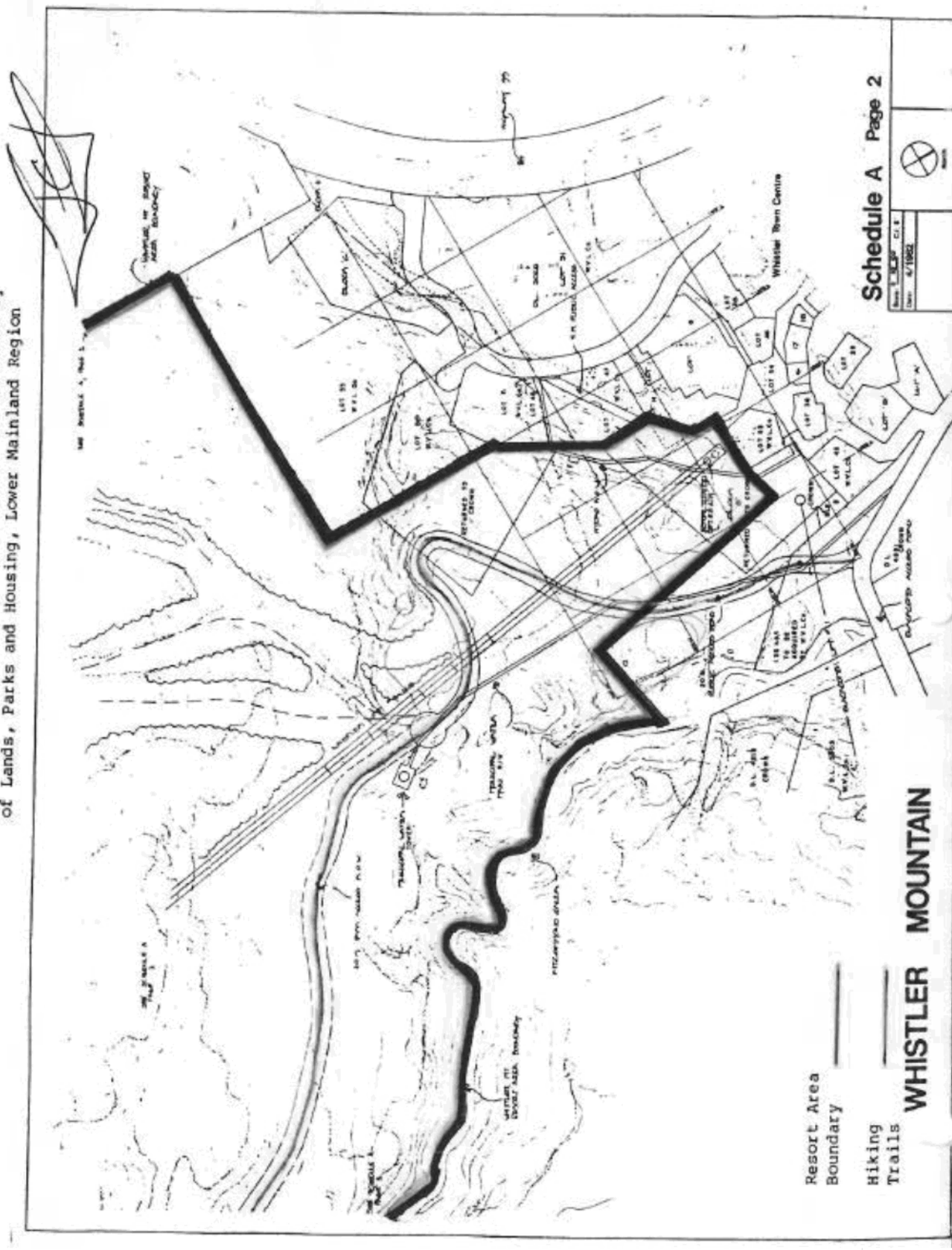
Schedule A – Map (page 1)

This is a photo reduction of Plan No. P 76 A dated September 2, 1982 deposited with the Regional Director of the Ministry of Lands, Parks and Housing, Lower Mainland Region.



Schedule A – Map (page 2)

This is a photo reduction of Plan dated April, 1982 deposited with the Regional Director of the Ministry of Lands, Parks and Housing, Lower Mainland Region



Status of Current Discussions:

Additional work to estimate the costs of the Blackcomb-side option indicate the costs would be significant. The overall gains of a new Blackcomb-side trail do not clearly outweigh the costs.

Stakeholders/user groups do not fully support the Blackcomb-side option for summer, as it does not achieve the goal of vehicle access to the IPP intake (as is evident in letter from FMCBC). The working group has determined that vehicle access is not feasible at this time.

The Blackcomb side (Option 1) does not really work for winter use. Improvements to the existing Singing Pass trail would still be required to improve the safety of winter use.

After reviewing all of the available information, the Province (RSTBBC, BC Parks & MRB) has concluded that, at this point in time, it seems prudent to spend moderate funds to improve the safety of the existing access to serve both summer and winter use.

We propose moving forward with Option 2, Whistler Side. Significant improvements will be made to upgrade the existing Singing Pass Trail including re- routing some of the worst sections, and upgrading other existing sections. Efforts will be made to improve the visitor experience through signage and way-finding through the CRA.

Singing Pass Public Access Meeting

Date: Tuesday, April 26th, 2016

Location: North Boardroom Whistler Administration

Time: 10:30am to 12:00pm

Attendees (as per sign in sheet):

Name	Association	Contact Info
Martin Pardoe	RMOW - Manager, Parks Planning	604-935-8186 mpardoe@whistler.ca
Alistair McCrone	FLNRO – Rec, Sites and Trails Recreation Officer	604-898-2125 Alistair.McCrone@gov.bc.ca
Michael Feller	BCMC	Michael.feller@ubc.ca
Brian Wood	FMCBC/BCMC	bjwood@telus.net
Liz Scroggins	Innergex	604-966-4594
Doug Forseth	Whistler Blackcomb	dforseth@whistlerblackcomb.com
Mitchell Sulkers	ACC - Whistler Spearhead Huts	accwhistler@shaw.ca
Rupert Mercer	ACC - Whistler Spearhead Huts	rdmerer@gmail.com
Manrico Scremin	ACC – Whistler Spearhead Huts	manrico@pensiamo.com
Chris Platz	BC Parks	Chris.Platz@gov.bc.ca
Vicki Haberl	BC Parks Planner	Vicki.Haberl@gov.bc.ca
Katy Chambers	BC Parks	Katy.Chambers@gov.bc.ca
Bryce Leigh	ACC – Whistler and FMCBC	powderhounds@telus.net
John Hammons	ACC – Whistler	s.22
Tori Meeks	FLNRO - Mountain Resorts Branch	Tori.Meeks@gov.bc.ca
Kelly Northcott	FLNRO – Mountain Resorts Branch	Kelly.Northcott@gov.bc.ca

This meeting was called to enable the working group to present the two options that the working group has been discussing to the Federation of Mountain Clubs of BC (FMCBC) and the Alpine Club of Canada (ACC) Whistler representatives. The Working Group would like to explain the rationale for the current preference to proceed with the option to upgrade the existing Singing Pass route on the Whistler side of Fitzsimmons Creek (Option 2). The working group understands that the ultimate objective of ACC and FMCBC is to have vehicle access to a trailhead closer to the park boundary. However the working group does not consider this option to be feasible at this time.

(Chair, Tori Meeks)

Provided a brief introduction

- sent around a sign in sheet and
- handed out the “Backgrounder” information package
- did a roundtable of introductions

Established the expectations of the meeting:

- Acknowledge there are different interests around the table, and that all participants should be respectful of each other.
- The working group has spent substantial time and effort into finding a workable solution that will address the interests of the stakeholders.
- The working group consists of representatives who hold existing “interests”, as in “legal” ownership or authority over lands related to the Singing Pass issue.
- Whistler Blackcomb offers a world-class recreational experience on provincial Crown land and its multi-million dollar investment is a provincial asset that creates economic benefits for the Province and all British Columbians.
- The core issue is that the current access to Singing Pass is problematic and needs to be improved. There are public safety and environmental concerns with the current condition of the Singing Pass trail.
- The intent of the meeting is not to discuss private vehicle access. Discussion should focus on how to maximize the benefits of the options presented.

(Rupert & Manrico – ACC - Spearhead Huts Committee)

Requested some time to present their plan for the Spearhead Huts, and how this project relates to the Singing Pass access issue. It was agreed to allow some time to hear an overview of the proposal which was followed by some discussion. The key points are as follows (a document describing the concept and their position was also provided and is attached to minutes):

- The ACC holds a park use permit to build three huts that will each provide shelter for approximately 30 people per night
- The vision of a trail connecting the three huts has been part of the concept since the hut system was first proposed in 2012.
- They are proposing a trailhead at or near the IPP intake for three different trails; one connecting with the Singing Pass Trail; the second being a future trail to Disease Ridge on the Blackcomb side; and a third trail going to MacBeth at the back of the Spearhead traverse.
- The IPP site is the preferred location for this trailhead
- There would be new construction required for these trails they are not existing
- Portions of these trails would be within the Whistler/Blackcomb CRA

- Vehicle access and associated parking area are essential to this proposal. Details around the parking lot (ie. Capacity needs) have not been determined yet as it is only in the concept stage
- There has been no consultation with Whistler Blackcomb or any other stakeholders other than BC Parks prior to this meeting
- A point was made that any further conversations should include a Whistler Blackcomb representative given that the staging and initial sections of the proposed trails are within the CRAs.

(Chair, Tori Meeks)

The meeting focus was brought to the “Backgrounder Document” and mapping that was provided before the meeting and hard copies supplied to the attendees. Conversation specific to the table describing the two options and reviewing the Pros and Cons of each option. It was clarified that:

- Any potential bridge will have to be built to the Q200 standards
- The bridge will require a large span and be expensive to construct
- Innergex will have to change their dam break study as there will be a higher risk created by having a bridge; they also have some concern about potential complaints from the public when they clean their intake of debris. There will also have to be room to accommodate a temporary bridge for their maintenance requirements.
- It was unclear exactly how long the span would have to be for the foot bridge, estimates were around 60 meters

(RSTBC, Alistair McCrone)

Was asked to detail his agency’s involvement and to go over the designation process and what he considers the next steps:

- The Singing Pass trail is currently not under any designation for the segment that runs through the Whistler Controlled Recreation Area
- RSTBC would initiate a process to have it designated under Section 56 to establish it as a recreational trail
- It will require referral to stakeholders and First Nations
- Ensures its existence moving forward and allows for some funding moving forward for maintenance
- Option 2 is the most likely proposal to receive funding and to move forward this year.

(Chair, Tori Meeks)

Tori summarized the process that has occurred since October 2015 when she sent out the letter in advising that Option 1 (Blackcomb side) was the preferred option and the working group would recommend proceeding with it. The main points of the discussion are as follows:

- As a part of the proposal Whistler Blackcomb would also offer reduced lift tickets for ACC/FMCBC members
- Additional work on cost estimates determined the bridge would be a significant cost (minimum \$150,000)
- After a field visit by BC Parks and RSTBC staff it was determined that the hiking distance that would be saved by Option 1 is negligible.
- The field visit also revealed the extent of deterioration of the Singing Pass trail and the need for a timely response. Although the geotechnical issues of the slump on the Whistler side preclude the option of vehicle access, there are opportunities to improve and re-route the existing Singing Pass trail for pedestrian access.
- It was recognized that option 1 would not provide a complete solution, as it does not address the winter component of the access issue. Backcountry skiers would still want to ski back to Whistler Village on the Singing Pass trail. Regardless of whether there would be summer hiking access on the Blackcomb side, there would continue to be a need to address public safety for winter use on the Whistler side.
- In February 2016 FMCBC sent a letter stating that they did not support this proposal.
- It was acknowledged there was a communication gap between Tori's letter last October and today's meeting.

Tori then summarized the working group's discussions after it was determined that Option 1 was not well supported. Several points were raised, as listed below:

- FMCBC suggested exploring the option of driving up the Whistler Side, perhaps to just below the slump. Whistler Blackcomb has significant concerns with this option, due to safety concerns for the bike park users. The Whistler bike park is one of the largest in the world, and is a critical piece of the Whistler Blackcomb summer experience.
- Alistair explained provincial risk and liability assessment, and the importance of taking action to address the safety issues on the existing Singing Pass route
- FMCBC feels that the debate between the two options merely comes down to a dollars issue
- There was a discussion on fire risk and why the Blackcomb side would be more susceptible for a large wildfire and the potential risk to the existing infrastructure that is on crown land. Potentially damaging a major economic and tourism driver for BC.
- A suggestion was made to allow mountain bikes to use the Singing Pass trail (Option 2) to the old trail head and establish a mountain bike lock-up there. There was general acceptance that this would be a good idea however more conversation is required with BC Parks.
- FMCBC brought up the issue of historical changes to the Garibaldi Park boundary that have resulted in the addition of park lands to the Whistler Blackcomb CRA. FMCBC has provided "reserved support" in the past, on the basis that public access would be maintained. They now feel that backcountry recreation and public access into the park is suffering.
- There was discussion about the MDA and the obligations that Whistler Blackcomb has with regard to public access. Tori clarified the Province's standpoint on the issue.

- It is also important to note that while everyone agrees that improved public access through the CRA is necessary and important, there are also many members of the public who enjoy the recreational offerings that Whistler Blackcomb is providing. In addition, the recreational infrastructure on Crown land that has been invested in and provided by the resort is owned by the Province and therefore the public has a vested interest in the recreation improvements. Whistler Blackcomb contributes to the socio-economic well-being of the Province.
- FMCBC believes that the Spearhead huts will also be a major benefit for all stake holders and that parking at the IPP is important.

Discussion of Next Steps:

- Alistair indicated that he has put forward a proposal and request for \$50,000 for this year's budget that if approved, can be used to complete the necessary upgrades to the existing Singing Pass Trail (Option 2). BC Parks has also put in a request for capital funding to put towards necessary upgrades within the park boundary and Whistler Blackcomb has offered to contribute funding. If all requested money is received the Province should be able to do a substantial amount of work this year (some of the work may have to be carried over to next year).
 - The Province is looking for support from FMCBC/ACC to move forward with Option 2 at this time.
1. **A motion was raised to:** "Given the availability of 2016 funds, establish funding for Option 2 (Whistler side) to improve the existing public access in a way that does not preclude future options including Option 1 (Blackcomb side) and further exploring the feasibility of achieving vehicle access to the IPP intake in the future. "

The motion was seconded and there was no opposition from any attendees at the table on moving forward with option 2 as an interim solution.

There was further discussion that it will be important to monitor the use of the Spearhead Huts as they are developed to see how this affects the overall public access issue in this area. The addition of vehicle parking and trailhead at the Innergex intake as proposed by the Spearhead Huts Society will need to be discussed further and opportunities explored with Whistler Blackcomb and BC Parks. Such discussions will not take place until the hut system is further developed.

(Whistler Blackcomb, Doug Forseth)

WB would like to set up a meeting with Rupert and other members of ACC to have further discussion about the Park boundary changes. Vicki will provide a summary of park boundary changes. Doug would also like to discuss and correct some of the information that has been published about Whistler Blackcomb on the internet. It is important to clarify this information to enable discussions about the parking and vehicular access issues to continue in the future. It was agreed that a separate meeting of select people could be beneficial and they will take this offline.

Summary of Key items:

- General consensus to move ahead with Option 2 (Whistler side) – Alistair to move forward with this proposal in cooperation with BC Parks and Whistler Blackcomb.
- Monitoring of use for the Singing Pass Trail and the Spearhead Huts will occur and if required, future exploration of opportunities for Option 1 (Blackcomb side) and/or an alternate vehicle access option will be discussed.
- The Spearhead Huts Society proposal for additional loop trails from the Blackcomb side (Innergex intake) to Singing Pass, Disease Ridge and MacBeth will be considered in the future, through the appropriate process.

**SITE VISIT: WB, BC Parks, WSC, Mountain Resorts
Branch & Public User Groups
Re: Singing Pass Trail – Access through CRA
July 22, 2015**

In Attendance:

Whistler Blackcomb - Doug Forseth & Arthur Dejong

Whistler Sport Legacies (Whistler Sliding Center)- Roger Soane

BC Parks - Vicki Haberl & Katy Chambers

Innergex – Daniel Fortin & Derek McCoy (Engineering), Don Gamache (Plant Operations), Wayne Russell (Operations Manager) & Liz Scroggins (Community Liaison/Project Coordinator)

Mountain Resorts Branch- Tori Meeks

Federation of Mountain Clubs BC – Rupert Merer, Brian Wood (Past President)

Alpine Club of Canada- Whistler Section – Mitch Sulkers (Chair), Kurt Mueller, John Hammons (also representing RMOW Forest and Wildlands Advisory Committee).

Regrets:

Doug MacFarlane - WB

Alistair McCrone – RSTB

Martin Pardoe - RMOW

Terry Pratt – MRB

Bryce Leigh – ACC Whistler

Alex Wallace - FMCBC

Objective of Site Visit:

Meet at the Sliding Center and walk through the center to the cat track that may provide walking access up to Fitzsimmons Creek and the proposed bridge location. This will give us the opportunity to see the site and observe the pros and cons of this access option.

Discussion:**Introductions****Background and information sharing from the last couple of agency meetings:**

- In 2012 Innergex initiated a meeting to discuss public access with the user groups, agencies and stakeholders. At that time, the group discussed issues, concerns and some potential options for a solution were tabled. Although all parties are willing to work together for a solution, there wasn't enough momentum to keep the conversation going.
- In May of this year, MRB heard from ACC & FMCBC that the existing access to Singing Pass via the Whistler route is inadequate and dangerous and your members would like to have improved, free public access to the park. Ideally the members would like to have vehicle access to the Innergex intake, which is close to the old parking lot and trailhead. This would reduce the distance from trailhead to Russett Lake from 15.5 km to 10.5 km.
- MRB chaired 2 meetings in June & July with BC Parks, Rec Sites & Trails, Innergex, RMOW and Whistler Sliding Center representatives to re-initiate discussions around the Singing Pass Access and options for improving that access. *(FMCBC and ACC note that they were not present at these meetings)*
- From those conversations, the two main options that have floated to the top as having the highest likelihood of meeting the majority of the public, agency and stakeholder interests are:

Option 1 – Blackcomb – Parking at Lot 8 and allowing the public to walk through the Sliding Center to the existing snowcat track/Innergex pipeline right of way and hiking up that right of way to the Innergex intake where a footbridge would be constructed leading hikers to the Whistler side of Fitz Creek where they would follow the old FSR road to link up the existing Singing Pass trail. *Note: or have the option of rerouting the trail to skirt around the current challenges that exist at Harmony Creek and then reconnect with the existing trail to access Singing Pass. Further work on the Whistler side may be required to upgrade areas of the trail.*

Option 2 – Whistler – Improve/upgrade the existing Singing Pass access trail. *Note: The existing trail is located in an area of movement and there are many sections of the trail that are in rough condition. Further geotechnical assessment required to determine if this is a feasible option.*

- Note that while we understand ideally FMCBC & ACC would like to have the ability to drive up through the Sliding Center along the mountain road to the intake and park vehicles, for the following reasons this is very problematic and most likely not feasible:
 - i. WB has tenure on the roads up to Lot 8 and from the top of the Sliding Center onward. These roads are not public roads, but rather resort operation/industrial roads and have not been constructed to public or municipal road standards. Mtn road is very steep with many switchbacks. *(Note from FMCBC and ACC: Members dispute this, in their opinion the road is not particularly steep and the switchbacks are not as sharp as those on public roads such as #99. The public and many residents drive up the road to lots 7 and 8. Most hiking in the province requires access via industrial logging roads.)*

- ii. The Sliding Center is on an exclusive Crown land lease with the Province and it is a controlled area at present.
 - iii. The Sliding Center is a very busy area in the summer months and the mountain road experiences temporary closures for sporting events. *(Note from FMCBC: Members dispute that this is a busy road. FMCBC observations suggest it has less than 40 vehicles per hour (including ATVs) during working hours.)*
 - iv. While the public is not prohibited from walking through the Sliding Center area, public traffic access through the Sliding Center is not allowed and currently gated.
 - v. There are a few operators that have signed contracts and strict road use agreements with the Sliding Center for access – WB, Innergex, Ziptrek & Canadian Wilderness. Protocols include:
 - 1. Radio communications and protocols for all staff and contractors
 - 2. Mandatory vehicle inspections
 - 3. 4x4 vehicles only
 - 4. Safety plans for all fuel trucks and other hazardous transports
 - 5. FMCBC queried whether such procedures are in place on the sliding centre section of the road.
 - vi. WB boneyard is located along the mountain road between the Sliding Center and the intake and there is over \$1 million in assets stored there which would need to be protected by gating and other security measures.
 - vii. Whistler Blackcomb has a general concern about the public having vehicle access to other areas of the valley – safety concerns for users, public and wildfire hazards in that area of Blackcomb Mtn.
- There hasn't been a decision on which option is best, but today we wanted to take the opportunity to get out and check out Option 1, discuss the issues and concerns and see if what we are proposing would be of interest to the user groups.
 - In addition, with regard to Option 1, there may be the opportunity to add to look at a pay for use shuttle option from Parking Lot 8 using one of the mountain operators that has a road use agreement in place, or perhaps FMCBC or ACC would like to approach the group about managing this option. *(Note from Tori: I see this as a potential accessory to the main option that could offer additional benefit and lead to long term solution)*
 - Option 2 may be preferable as well, but the Province needs to do some geotechnical work to determine feasibility of that option. A number of studies have been completed and the area has seen a lot of movement over the last few years. Alistair McCrone (RSTBC) is looking into having a geotech review and assessment done for the areas of concern along the existing trail. We will follow up on this at a later date.

Doug – In addition to Option 1 and Option 2 and the potential for a shuttle, Whistler Blackcomb would like to include another option to the user groups. The company is willing to offer the 360 Summer Hiking Seasons Pass to members of FMCBC & ACC for \$55.00 + tax. *(Note from Tori: As with the idea shuttle, I see this as a potential accessory to the main option that could offer additional benefit and lead to long term solution)*

Vicki – Cautious optimism on Option 2 – existing trail and access, we do need to do the geotech analysis to determine feasibility.

Brian – Would the proposed trail for Option 1 be feasible in the winter months? Doug – no it would be hazardous with winter operational traffic.

Mitch – People would use the trail in the winter, downhill is greater use.

Rupert – Lifts open at 10 am in summer which gives hikers a 10.45 am start. This isn't practical for serious hikers. . This is less of a problem in winter because the lifts open soon after dawn.

Daniel & Derek – Innergex is putting in a temporary bridge structure in August/Sept for some improvements that are required and the intent is to pull it out as soon as it is no longer required. Not sure if there is an opportunity for working with the group on longer term public access with this particular bridge given the tight timelines and this bridge is very rough, meant to haul excavators over during low flow (1:5 year vs 1:200yr)

Brian – there used to be a bridge there, what happened to that one?

Don – It was put in a number of years ago by Canadian Snowmobile and it was taken out with the construction of the IPP as it was determined that it was no longer required.

Derek – Suggest a suspension bridge just downstream from the intake, below the regulation structure & building. This location would alleviate concerns of a structure failing and going through the intake. Would not need to be built to the 1:200 year event requirements and would only need to be built for pedestrian access.

Don – Summer use is increasing in the area and pedestrian bridge would be less geotech work as well. Approx 30m span.

Rupert & John – The mountain access road through the sliding centre is not particularly steep or busy and its corners are well engineered and do not have small radii. Public tourist roads in Colorado and Europe have far sharper bends and even highway #99 over the Duffey has sharper corners and steeper inclines. The sliding centre road was built using public \$ and the public should have right to use it for access. Hikers want to be able to drive up to and park at the intake. Why doesn't the Province establish a right of way over the mountain road as it has done with the Singing Pass trail on the Whistler side? There is an agreement for the right of way for public access. *(Post Meeting note from Tori: The Schedule A Map in the Whistler MDA does show hiking trails and it appears as though the Singing Pass trail is on the map, shown in green. I cannot find written reference to it in the MDA or information about an agreement on public access, etc.. as was suggested.)*

Tori – The Province has issued the existing tenures on the land that are in place – Whistler and Blackcomb Controlled Recreation Area boundaries, Sliding Center Lease, Innergex IPP rights of way, etc.. Moving forward we need to consider the legal contracts and rights/responsibilities that are in place. To my knowledge there also isn't a legal instrument in place for the existing trail on the Whistler side under the Land Act. With regard to the mountain access road, I am not sure of how the road originated (originally a Forest Service

Road?), but regardless, at this point in time it is a resort operations/industrial road. Doug or Don, do you guys maintain this road?

Don – Innergex made substantial improvements to the road when the IPP was constructed and we haven't done anything since. If there is to be more vehicle use on the road there should be a maintenance agreement in place with WB.

Rupert – What about bringing back vehicle access on Whistler side, with bike flyovers in the bike park?

Doug – the existing trail currently travels up from the village through the downhill mountain bike park. The mountain bike park is very busy and brings a lot of business to Whistler, it is a big deal. Vehicle access through the mountain bike park is gated and is strictly for resort operation purposes. Public access through the bike park is no longer a viable option for access. The option of seeing improvements to the existing trail would be specifically for foot traffic only.

Kurt – it is important that everyone understands our point of view and our interest in getting up higher in elevation to reduce the amount of time needed to get up to the park boundary. It is important to understand the desire of the hiking community to be able to either drive as close as possible to the original trailhead or to the intake at the IPP. The proposed plan to park in lot 8 does not provide any improvement in that regard. The additional time required to walk from lot 8 up to the existing trail is about the same as currently from the gate at the Whistler Mountain side.

Kurt – No matter what happens on the Blackcomb side, will still want a way to ski out in Winter on the Whistler side.

Doug – WB is also willing to have further discussion about the potential of starting the lift earlier in the morning if that was appealing to the user groups.

Mitch – Would be good to have that option, but we do need to have both options: access via the trail and access via the lift.

Doug – Question to the user groups – Do you have a walking preference between the Whistler and Blackcomb sides?

Mitch –Blackcomb side has advantages: gain elevation with ability to park at Lot 8, snow melts faster on the Blackcomb side.

Kurt – Desirable for tourists that do not have a vehicle to have walking access from the village; therefore may still need to maintain Whistler side access as well.

John – People don't like to walk on the existing FSR that is the beginning of the trail on Whistler side.

Mitch – There is also a potential parking option on the Whistler side before the slump where the terrain flattens out and widens.

Doug – Driving through the bike park is a non-starter, as mentioned, there are thousands of users, the bike park is big business for Whistler and we do not want to have conflict with a road crossing and potential for safety issues.

Mitch - WB suggest that nearly all mountain bike traffic goes across the FSR ROW. This is misleading and many bikes descend by other routes. FMCBC and ACC have concerns about WB plans to introduce bikes to Creekside and then to the entire West and Southwest exposures, eliminating all current hiking routes and the hiking trail which is clearly shown in WB's current MDA.

Kurt - Need better signage on the existing trail. Currently we have an official trail sign at the highway but no connecting information from there through the village to actually be able to find the trail.

Mitch - Area up from intake where the FSR is on the Whistler side could provide more hiking opportunities.

Doug - WB has more hiking trail development proposed in the Master Plans as well and would like to increase opportunities for hiking.

Kurt - No matter what happens on the Blackcomb side, will still want a way out for lost skiers, etc.. on Whistler side.

Rupert - Don't think we should eliminate 4x4 driving on the snowcat road.

Doug - Allowing vehicle access on the existing snowcat track/Innergex pipeline right of way is also not an option - strictly no rubber tire traffic, erosion/stability concerns. We are legally bound by contract and Innergex doesn't want people driving on the right of way because the pipeline is underneath.

Rupert - As an Engineer, do not accept this without more data. Many roads and railways cross far higher pressure pipelines all over BC. Vehicle access would not be close to the critical erosion point. WB needs to take ownership of the existing Singing Pass Trail and do some work to upgrade it and make it safer. It is very unsafe and all parties ignore its hazards. It is shown on all hiking maps as a 'green' trail which encourages inexperienced hikers to use it.

John - Would be easy enough to build a ladder or stairs over the slump and put a footbridge in at Harmony.

Tori - In summary, I understand that the user groups ultimately would like to have driving and parking ability up to intake or to another location on the Whistler side, but that option is not feasible at this point in time and I am hopeful that we can all come to a compromise that addresses most of the interests and concerns that have been raised. Perhaps having multiple options for access to Singing Pass is the best way forward, ie. Parking at Lot 8 and foot access option to intake, shuttle access from Lot 8 (and possibly the village?) option, and the reduced seasons pass option for lift based hiking. I would like to see the momentum continue on this front, we need to gather more information, but there will be follow-up in September. I look forward to hearing back from FMCBC & ACC once they have discussed with members, etc..

Next Steps:

1. Province will follow up on geotech assessment for existing trail (led by Alistair McCrone) and report back to group on results of the review & analysis.
2. Follow up meeting to be scheduled in September when everyone is back from vacation, etc.. to discuss and decide on preferred option for free public access. Tentatively set for September 16th at 9am.

**WB, BC Parks, Innergex, Rec Sites & Trails &
Mountain Resorts Branch
Re: Singing Pass Trail – Access through CRA
June 24, 2015**

In Attendance:

Whistler Blackcomb

Doug Forseth

Doug MacFarlane

Arthur DeJong

BC Parks

Vicki Haberl

Innergex

Liz Scroggins

Rec Sites & Trails

Alistair McCrone

Mountain Resorts Branch

Terry Pratt

Tori Meeks

Discussion:

Tori

- This meeting was convened to reinitiate conversation with regard to the Singing Pass Trail and access through the WB CRA boundary.
- As of late, the Federation of Mountain Club has been contacting the Mountain Resorts Branch to press the issue and encourage resolution to the situation.
- MRB was not directly involved in the last working group, but there was a meeting in September of 2012 where the stakeholder concerns and interests were identified and potential options were flushed out – see minutes on file.
- It would be helpful to get an update from everyone and go over the issue and those options and see if there is an appetite to find a resolution to the matter at this time.

Terry

- Two key messages MRB is hearing from FBCMC are:
 1. It wants parking access as far up past the Sliding Centre as it can
 2. What ever options are being considered, FBCMC wants to be consulted

Vicki

- I have also had inquiries. BC Parks would like to see this happen, but it hasn't been a priority. Certainly willing to participate in a resolution if there is momentum.

Alistair

- It is important to improve access and recreation in the area and I will work on authorizations if required.
- Question – can the CRA tenure holder restrict public access?
- Terry – The public has the right to pass through the CRA, WB has the right to designate how that access is to take place for resort operation and public safety interests.
- Question – Is walking on the Blackcomb side feasible through the sliding center?

Doug F

- Yes, that is an option.
- We need to ensure that the sliding center interests are taken into consideration. This is a controlled area at present that would need to see changes to allow the public to pass through.
- Traffic access through the sliding center is problematic. Would require road improvements, gating and security measures to protect the boneyard and prevent people from travelling further up the mountain.
- There are also wildfire hazard concerns in that area of Blackcomb mtn.
- Option 1 on the 2012 minutes is acceptable to WB – Park at Lot 8, create a new hiking trail (~3.5 km) to the intake area where a footbridge would be located. Need trail, bridge & signage.
- Can't help but wonder if we should be looking at the Cheakamus access to get to Singing Pass rather than up Fitzsimmon's Creek?

Vicki

- The Cheakamus access was originally in the Garibaldi Park Plan, but due to challenging terrain and concerns expressed from the Squamish First Nation (Wild Spirit Place that encompasses Cheakamus drainage), it has been removed as an option and is no longer included in the Park Plan.

Arthur

- Wondering if improving the Fitz Singing Pass access is money well spent? With north facing slopes, climate change, increased occurrence of peak events, etc.. perhaps Cheakamus access is more viable? I have spent time in the Cheakamus area, it is beautiful, scenic and in my opinion, although the terrain is challenging, it is a more feasible/viable form of long term access to Singing Pass.

Vicki

- Don't believe this is an option to explore at this point in time. In light of the Squamish interest in the area, we would need their support and that might take a great deal of time to acquire.

Doug M.

- Favour long term vision and connection of Cheakamus trail. The day may come where FN supports this plan and it shouldn't be tossed. The Cheakamus trail could be a valuable public asset and provide hut to hut connection – need to look at broad

scope. Understand the challenges now, but would like to keep this option available for the future.

Terry

- So it sounds as though at this time Option 1 – parking at Lot 8 and developing hiking trail and footbridge at intake is the most feasible short term option to provide access to Singing Pass?

Liz

- If there is to be increased public use in the area that Innergex will likely need to install some additional fencing as a safety and security precaution.
- If public vehicle use does become a reality, Innergex will need to be assured that there is always clear access to our intake for the operations team.
- Is the shuttle option not available for consideration?

Tori

- One of the big concerns that the public has voiced is ‘free’ public access. I know that we have discussed the lift based options to get people to the alpine, and that is certainly great for those that are interested in quick easy access for a fee, but there are also time limitations with the lift based and shuttle options that need to be considered. Good to have a ‘free, no time limits’ option; therefore not sure the shuttle alone would suffice?

Terry & Doug F

- Could be that the shuttle option is something for consideration in addition to Option 1 if it is determined there is an interest. I.e. Ziptrek is currently shuttling their customers, perhaps they will also take hikers at regular intervals.

Doug M

- Discussion around Season’s Pass for hiking - \$69 for early bird, \$79 for reg, or \$54 for day pass. Others on the call were not aware of the low fee and it came as a surprise. Fee is really small for season’s pass, perhaps WB can better promote this, communicate this option and provide incentives for the ACC & FMC for their members to take advantage of this. Lifts start at 9:30am.

Alistair

- Considering lift access is so inexpensive and the parking at Lot 8 option will only save the public a few hundred meters of trekking at a significant cost (bridge & trail work), maybe better to fix up the existing trail on the Whistler side?

Liz

- Innergex will participate in helping to pay for the bridge and provide engineering support.

Doug F.

- WB is comfortable with either the Lot 8 option & access via a foot path or the option of continuing to use the existing trail with some upgrades; whichever is most suitable to the group. ACTION: WB will put out an offer to ACC & FMC re the lift access for hiking as well.

Alistair

- We will need a geotechnical assessment of the existing trail from the current slump up approx 3 km to determine feasibility of upgrades and what will be required. **ACTION:** Alistair will check with FLNRO to see if there are any in house experts and get an estimate of cost for the assessment from an outside agency.

Tori

- Would be good to get engineer to give estimate of bridge costs and geotech assessment of the slump area on the Whistler side to be able to look at the 2 options objectively and make a decision.

Liz

- Innergex may have geotechnical information on file for the area that can provide some assistance. **ACTION:** Liz to search for existing geotechnical info that includes the area of the slump & get an estimate of bridge cost from engineering department.

Doug

- RMOW may have information as well; however I do think that you would have to get a specific assessment done for the site in question to understand what improvements are required and get a cost estimate, etc... **ACTION:** Doug to contact Joe Paul at RMOW to see what information exists.

Next Steps:

1. Set up a call in 2 weeks' time to touch bases on progress of action items.
2. Include representatives from Sliding Center & RMOW. (Doug please advise on who should be involved from these two groups)
3. Once we have all the details on the 2 options, schedule a site visit & include reps from FMC (& perhaps ACC?) to discuss and decide on preferred option.

**WB, BC Parks, RMOW, WSC & Mountain Resorts
Branch**

Re: Singing Pass Trail – Access through CRA

July 15, 2015

In Attendance:

Whistler Blackcomb

Doug Forseth

RMOW

Martin Pardoe

Whistler Sport Legacies (Whistler Sliding Center)

Roger Soane

BC Parks

Vicki Haberl

Katy Chambers

Mountain Resorts Branch

Tori Meeks

Regrets:

Doug MacFarlane - WB

Liz Scroggins – Innergex

Alistair McCrone – RSTB

Terry Pratt - MRB

Discussion:

Tori

- This meeting is to follow up on our last meeting, share information on the two options that we had determined to be most feasible at the present time:

Option 1 – Blackcomb – Parking at Lot 8 and developing hiking trail and footbridge at intake to access Singing Pass.

Option 2 – Whistler – Improve/upgrade the existing Singing Pass access trail.

- Unfortunately, Alistair and Liz are unable to be on this call and they were tasked with the action items to gather info on cost estimates, etc..
 - Update from Alistair via email: Put out the request for quote on the geotech assessment before he went on vacation last week, he is not back until Aug 4th, however he asked them to cc me on the quote so that we can move this forward while he is away.
 - Update from Liz via email: She has located a study that was commissioned by Ledcor and completed by Frank Baumann. She is waiting to get word if she can release it or not. It was also noted that several studies were available in the engineering department of the RMOW. Innergex is not assessing the cost of a permanent bridge structure at this time.
- Background provided for Roger and Martin on the last meeting – June 24th and explanation of how we have come to the two proposed options.

Doug

- WB has had internal discussions and we feel we can offer the ACC & FMC members the summer 360 Pass for a discounted rate of \$54.95/year. This has not been communicated to the user groups yet.
- Also like to reiterate that WB believes the Cheakamus Lake access to be the best option. This trail would be multifaceted, offering access and connection with the hut to hut system = best solution long term. Understand that there are issues right now with regard to the First Nations cultural interests in the area; however, when the OCP & MDA consultations have been completed we would like to re-open discussions with them on the Cheakamus access. WB would like to keep this option in mind for the future.

Vicki

- BC Parks has significant concerns with regard to the Cheakamus access option. In addition to FN cultural resources, it is also important goat & other wildlife habitat. This option would also have workload implications from a BC Parks management perspective. I understand that conceptually it may be a good idea and may even be a future option potentially, but not a solution we can look at today.

Martin

- Wondering what the distance/elevation savings is of the Parking Lot 8 option?
 - Doug – approx 150m elevation and a shorter distance from the valley bottom.
- Why is a geotech assessment required for the existing Whistler access?
 - Tori & Doug – the existing access will require upgrades where the slump occurred, it is an area of movement; therefore need to determine what would be required to make the necessary upgrades and ensure public safety, etc..
- The discounted summer 360 pass is a great deal and some will certainly take advantage of that, but you still won't get everyone. There is a bit of negativity with some of the demographic that want to access the alpine, with regard to having to hike through the existing operating ski area. I.e. They want to be in the wilderness and not in and around lifts and runs, etc..
- The shuttle is an intriguing option that I feel has the most benefit at a minimal cost. Allow users to access the alpine faster along a nice trail that is not in the heart of the ski area.
 - Doug – WB has mentioned the shuttle concept as an option, but we have not had conversations with either of the operators (Ziptrek & Canadian

Wilderness) on the idea and we do not know if it is something that they would want to take on or whether it would be feasible. Ziptrek & Canadian Wilderness both have access agreements in place for access through the sliding center and currently run shuttles so they would be the most feasible operators.

- Tori – the shuttle is definitely an option if there is interest on the part of the operator(s) and the public, however as discussed at the last meeting, one of the requirements is that the access be free, so we still need to have a free public access option as well.

Roger

- How many people are we talking about that want this access?
 - Doug – not many
 - Vicki – need to be clear that while there may not be many who use the Singing Pass access now, there used to be more people using the trail when they could drive up the 3km and park.

Martin

- Vicki makes a good point, usage might increase, but important to note that many people don't recall the previous option for access and the ability to drive up and park; therefore they are willing to work within the confines of the situation as it is today.
- It would be good to monitor use levels in the future to get a better idea of how many people are taking advantage of the various options, ie. Lifts, shuttle, walking up.

Doug

- Talked to Joe Paul with RMOW and he provided the previous work that has been done on the debris catchment basin for information, I will forward to the group.
Action: Doug to forward the geotech reports from RMOW

Martin

- RMOW can provide a temporary footbridge estimate, we have other bridges of a similar nature that we have put in and would have a good idea of what this one would cost as well. If the bridge needs to be permanent (ie. Withstand the 1:200 year flood) it would need to have engineering. Action: Martin to provide estimate on a temporary bridge for pedestrian use. (Note see post meetings notes, this is available from Innergex)

Katy

- Important to note that with regard to the existing Singing Pass access trail on the Whistler side, it is not just the slump area that would need to be reviewed in a geotech assessment, the Harmony Creek section is in a really rough state and there are other wash outs on the trail as well. Therefore, might be valuable to look at the trail as a whole.

Doug

- Yes, we discussed a 2-3 km stretch that would need to be assessed as that side of the mountain is active.
- On another note, Roger and I have discussed the Blackcomb access through the sliding center and he does have some concerns that need to be heard by the group.

Roger

- With regard to having people park in Lot 8 and walk through the Sliding Center to gain access to the cat track and/or new trail for hiking, concerns are that:
 - This is currently an active, operational area that is not meant for pedestrian access.
 - If people start to head up the road vs the cat track/trail that could be hazardous.
 - If people decide to park in the Sliding Center parking lot (because it is closer than Lot 8), which is on the outside of the gated area and accessible to the public, that could become a problem.
 - Liability issues with people walking through the Sliding Center to get to the cat track/trail.

Doug

- What is next steps?

Vicki

- Are we at a stage where a site visit would be beneficial? Katy and I are somewhat familiar with the area but haven't been there in a very long time and we feel it would be good to get on site so that some of these issues and concerns can be better understood.
 - Doug – I will take the time to arrange this if people feel it is required.
 - Discussion around holidays and vacation coming up for many, but many are available next week.
 - Doug – Site Visit scheduled for Wednesday at 2pm, meet at Sliding Center.

Martin

- The costs of the both of the options will more than likely drive the end result and decision on the appropriate option.

Vicki

- Tori, do you have outstanding communication with FMC & ACC on this and would it be appropriate for you to follow up with them?
 - Yes absolutely - I will draft a note for Doug's review outlining that we have been in discussions and are still gathering information on costs, etc.. but that WB is offering up the discounted 360 pass for FMC & ACC members.
Action: Tori to draft note for WB review for FMC & ACC (Note see post meetings notes)

Post Meeting Notes:

There have been some conversations and correspondence since the meeting yesterday and I wanted to include that information here for reference.

FMC & ACC

- Doug and I discussed afterwards and thought it would be useful to invite the FMC & ACC members to the site visit next week and then they can become familiar with the options and issues/concerns as well Doug can take that opportunity to offer the discounted summer 360 pass. Action: Tori to invite members of FMC & ACC to the site visit in the 22nd.

Innergex

- I talked to Liz following our meeting and went over the meeting discussions with her and she had the following to add:
 - Innergex has costed out an estimate for a temporary bridge over Fitz Creek and will provide that information to the group. **Action: Liz to provide the estimate for the temporary bridge structure that has been completed.**
 - Innergex is not going to cost out a permanent structure at this time because it would require engineering, etc..
 - Still waiting to hear if she is able to release the study that was done for Ledcor in 2002. This study is very fulsome and was done for the entire watershed, it cites the previous studies that were completed that are in RMOW possession, ie. Golder did one on the Fitz slump area, etc.. The report details areas of concern. **Action: Liz to determine whether this can be shared, or if at least the references citing existing studies can be shared for reference.**
 - Liz's thoughts on the bridge – added benefit to the bridge option is that it is more than just summer hiking access, this new bridge can improve access for all season use, ie. Better in winter for backcountry users to ski out, etc.. Would be good to look at it more holistically.
 - Liz's thoughts on the existing Singing Pass access on Whistler side – agree with Katy, the existing trail is in disrepair and there are many sections that would require attention.
 - Liz feels it would be really useful to have some hard numbers on the distances & elevations for each option so that we can incorporate that into our discussions. Ie. distance from village through bike park up to the trail head for the existing access vs distance from village to Parking Lot 8 and from Parking Lot 8 to the intake, etc.. **Action: If Liz has some time she will do some digging and maybe look at google earth to see if she can come up with some numbers.**

Rec Sites & Trails

- Alistair has received a quote for the geotech assessment on the existing Singing Pass trail for approx \$2000. I shared the info that was discussed on our call and Alistair is going to provide more information on the TOR for a contract for this work and lead the contract on this study. **Action: Alistair to follow up on the necessary work for geotechnical assessment contract and provide information to the group.**

Next Steps:

1. Site Visit on Wednesday, July 22nd at 2pm, meeting at Sliding Center and walk through the center to the cat track that may provide walking access up to Fitz Creek and the proposed bridge location. This will give us the opportunity to see the site and observe the pros and cons of this access option.
2. After site visit and gathering information from Liz & Alistair (see action items above) we will follow as necessary.

3. Follow up meeting to be scheduled in September when everyone is back from vacation, etc.. to discuss and decide on preferred option for free public access. Tori to send out an invite for the 2nd week of September to get it into everyone's calendars.