

# Cheakamus Community Forest 2019 Annual Operating Plan

Prepared by Tom Cole RPF

Forestry Manager

November 27, 2018



# Organization Update

## CCF Society Board of Directors

John Grills

Arthur DeJong

Greg Bikadi

Kerry Mehaffey

Chief Bill Williams

Jeff Fisher (President)

RMOW

RMOW

Lil'wat Nation

Lil'wat Nation

Squamish Nation

Squamish Nation

## CCF Administration:

Heather Beresford

Tom Cole

Administrator

Forestry Manager



CHEAKAMUS  
COMMUNITY  
FOREST



# 2019 Annual Plan Map

## Changes from previous versions:

- Colour theme changes
- Integration of retention harvesting and fuel reduction projects
- 3 year planning horizon
- Projects shown as either engineered or proposed (vs projected)
- Integration and efficiency using LandPlanner GIS platform

## Deficiencies noted due to scale:

Forest age class theme vs protected areas

Details and proximity of recreation trails

Compartment reference vs Opening or Treatment Unit

## Management themes:

Road management updates

Interface and Infrastructure Fuel Program additions

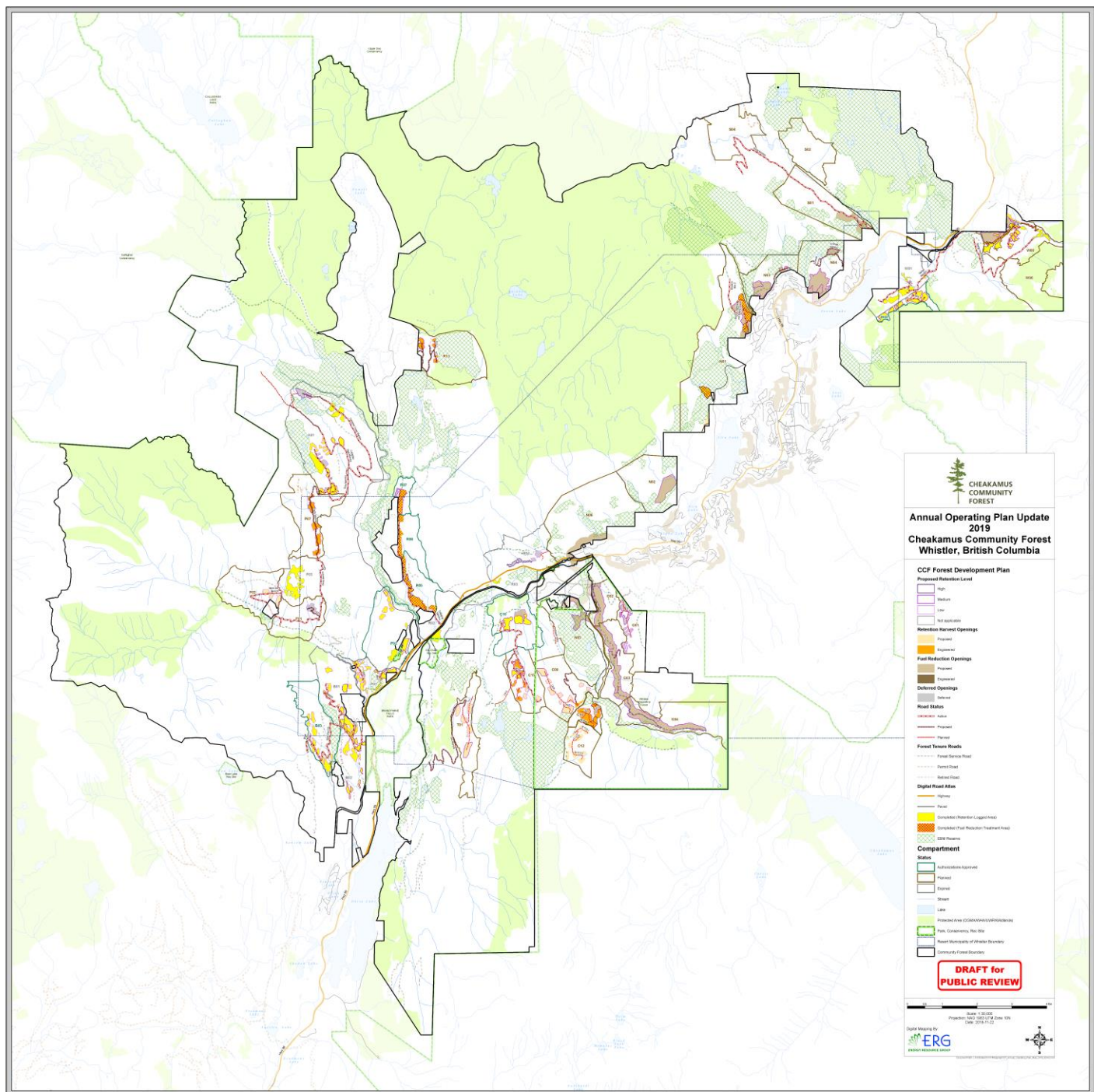
Retention Levels assigned when determined.



# 2019 Annual Plan Map



CHEAKAMUS  
COMMUNITY  
FOREST





# 2018 Project Update

## Retention Harvesting:

Wedge 80 – Lil'wat Forestry Ventures project totalling 5 openings for 9 ha just completed with road deactivation underway. Est of scale is 3,800m<sup>3</sup> which included the clearing and expansion of the Wedgemount Trail parking lot. Small faller training program is still anticipated.

Cheak 15 – Squamish Forestry project currently underway with 14ha felled and active logging for an estimate of 4,500m<sup>3</sup> removed by year end.

Powder 07 – Lil'wat Forestry Ventures project but cutting permit issued too late in season for road construction.



# 2018 Project Update

## Fuel Reduction:

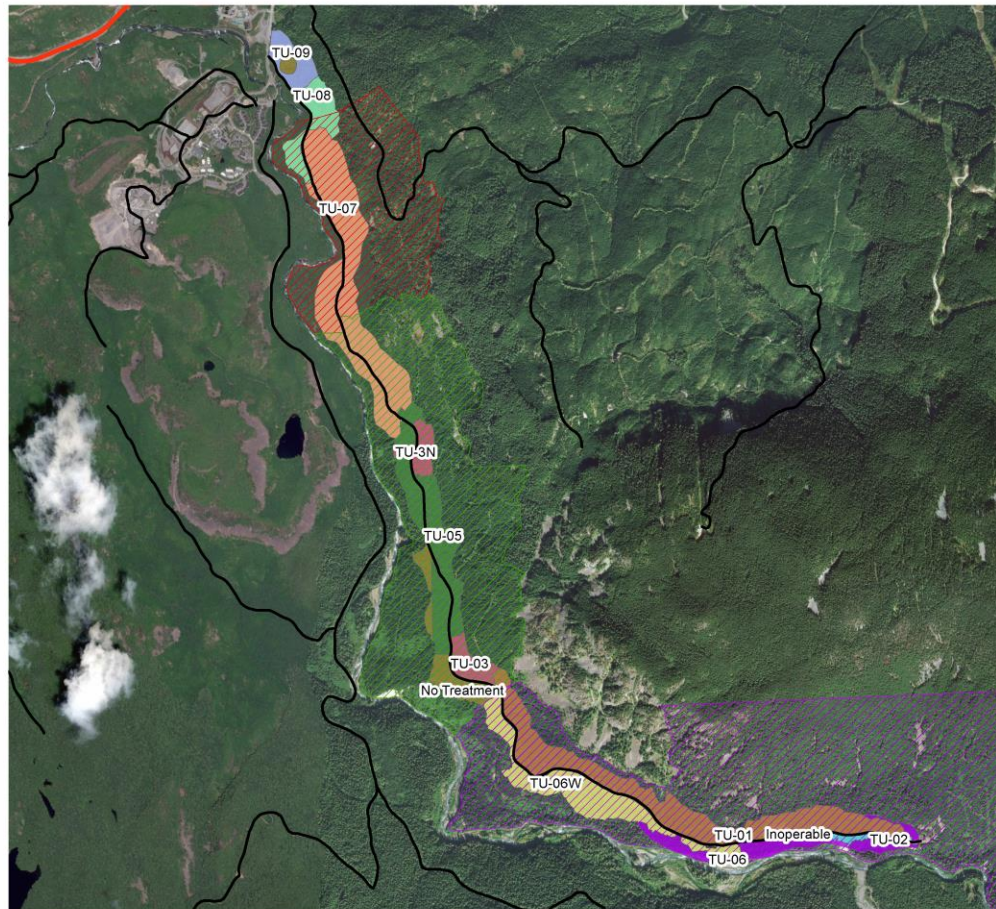
Callaghan FSR – Sqomish Forestry completed final 25ha yielding 3,750 m<sup>3</sup> completing a 3.8km linear shaded fuel break over 40ha in size.

Wedge FSR – Lil'wat Forestry Ventures roadside fuel break; 30m each side of the road treated by manually removing forest floor fuel, thinning and ladder fuel pruning on a total area of 5.8ha.





# 2018 Fuel Update –Linear Fuel Break C03



## Cheakamus Lake FMP Treatment Units Overview

Sea to Sky Natural Resource District



### Legend

- Forest Roads
- Major Roads
- Cheakamus TUs**
- Inoperable
- No Treatment
- TU-01
- TU-02
- TU-03; TU-3N
- TU-05
- TU-06; TU-06W
- TU-07
- TU-08
- TU-09
- DEVELOPMENT\_UNIT\_C04
- DEVELOPMENT\_UNIT\_C03
- DEVELOPMENT\_UNIT\_C02

Projected Coordinate System:  
NAD 1983 Albers  
Location:  
Cheakamus Lake Forest Service Road  
Whistler BC



B.A. Blackwell  
& Associates Ltd.

1:20,000

April 18, 2018

Cheak 03  
Underway on  
40.5 ha of which  
6ha will be  
manual thin &  
burn on site.

Mechanical will  
recover logs,  
fuel and chip.

Project is  
assigned to  
Lilwat Forestry  
Ventures.

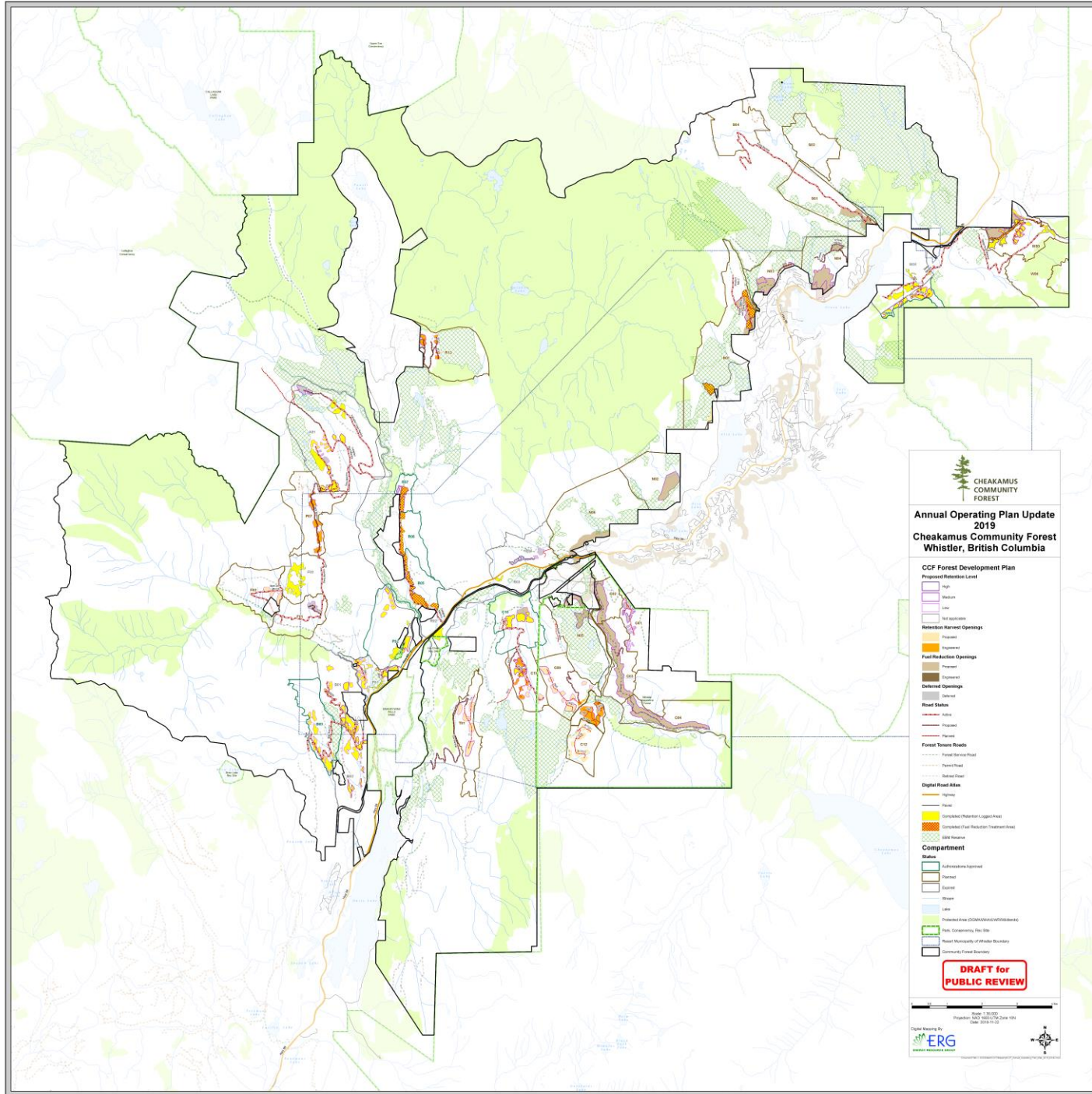




# 2019 Project Plan

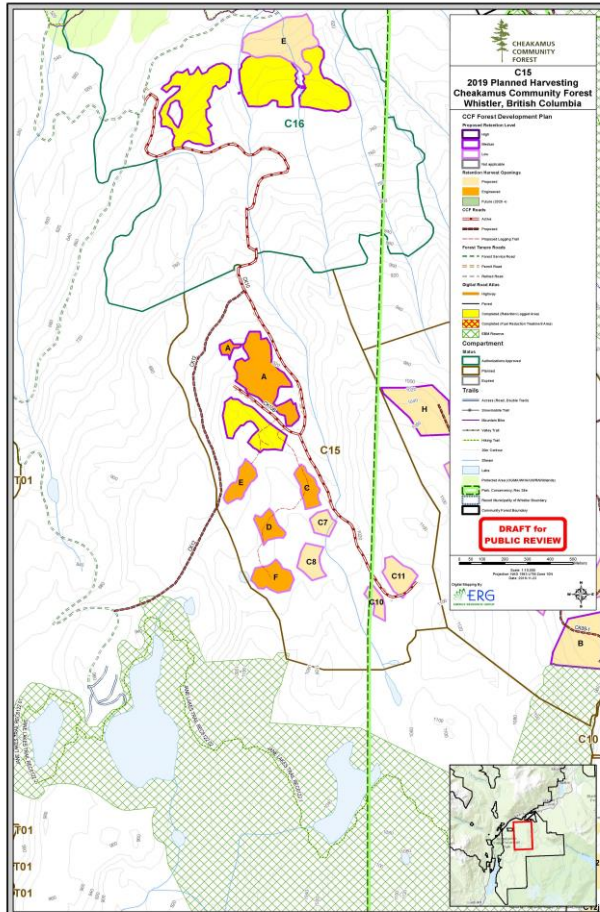


CHEAKAMUS  
COMMUNITY  
FOREST





# 2019 Retention Harvesting – Cheak 15 & 16



**Cheak15** - 6 openings with patch and individual tree retention. Currently underway with a target recovery of 4,500m<sup>3</sup> before year end. Expansion opportunities exist.

**Cheak16 E** - proposed for fuel reduction area and is under review as potential expansion for later in 2019.

## RESOURCE COMMENTS:

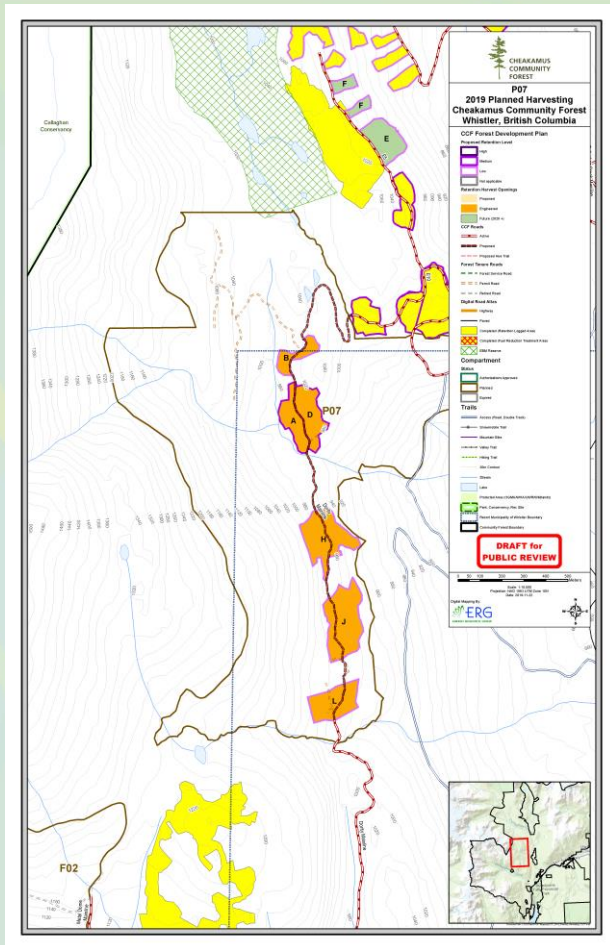
1. Partial retention Visual Quality Objective when viewed from Highway #99 vantage points and from Whistler Peak.
2. Upgrade of old existing road and further forest development may provide an option for public access to the Jane Lakes area.
3. Special Resource Management Zone – Future Managed Habitat Area with specified retention objectives.
4. Access for WORCA to construct a ridge trail to the north.

# 2019 Retention Harvesting – Powder 07

**Powder 07** - re-engineered since the 2013 initial referral to access from the north end saving roughly \$55,000 in development cost. Project assigned to Lilwat Forestry Ventures for 2019 for approximately 5,500m<sup>3</sup> initially.

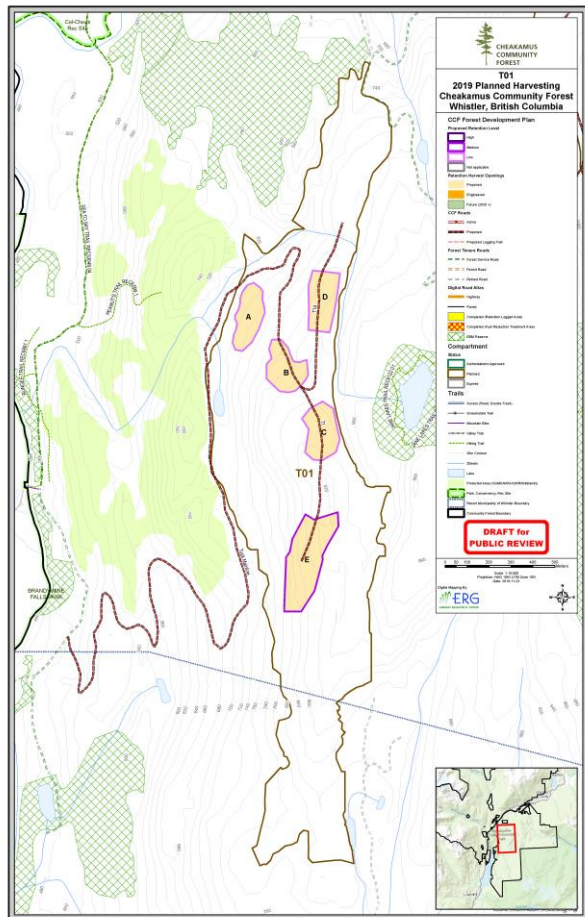
## RESOURCE COMMENTS:

1. Visual Management – Partial Retention VQO from Callaghan paved road, WOP & CWA viewsheds
2. Dority and Edna Creeks have enhanced riparian protection
3. Tree retention uses a combination of individual and grouped retention
4. Retention to be anchored to talus slopes, rock outcrops, natural openings and riparian areas.
5. This re-routed option using Branch E10 is the least cost option.





# 2019 Retention Harvesting – Tusk 01



This is the first development into this area by the CCF using an existing road system just past the Whistler Bungee bridge to access the area south of Crater Lake. Field engineering and FN cultural assessment has yet to be completed. This is projected development only.

## RESOURCE COMMENTS:

1. Partial Retention VQO from Hwy#99 northbound through the Daisy Lake section.
2. Potential routing to connect through to northern road systems.
3. Lack of recreation management Jane-Crater Lake, Petticoat Lake and area.
4. Refinement to stream classification and actual location required in the rock dominated terrain.
5. Includes a multi year Cal-Cheak MOTI gravel pit rehabilitation and afforestation proposal.

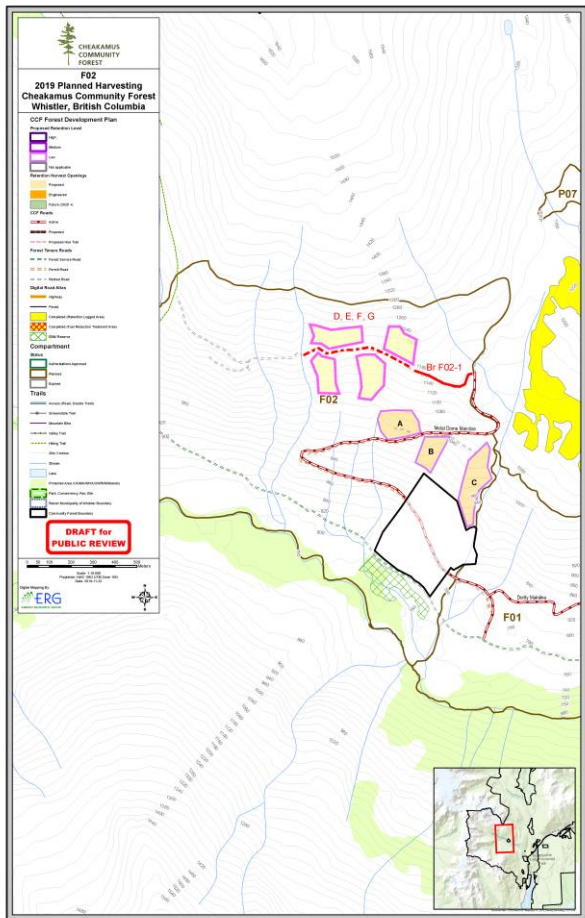


# 2019 Retention Harvesting – Fee 02

This is an expanded cable yarding program using existing roads and extension to Branch F02-1. This small patch type logging is a continuation of the original BC Timber Sales development in 2009. Up to 7 openings <2ha each of low retention.

## RESOURCE COMMENTS:

1. Requires First Nations' cultural assessment and detailed engineering.
2. Proposed to invest in rock capping the road surface given the public and commercial recreation use
3. Main access to Brandywine Meadows. Lower trail use is not being maintained.
4. Coordination and VHF radio communication with Whistler ATV Tours to be implemented.

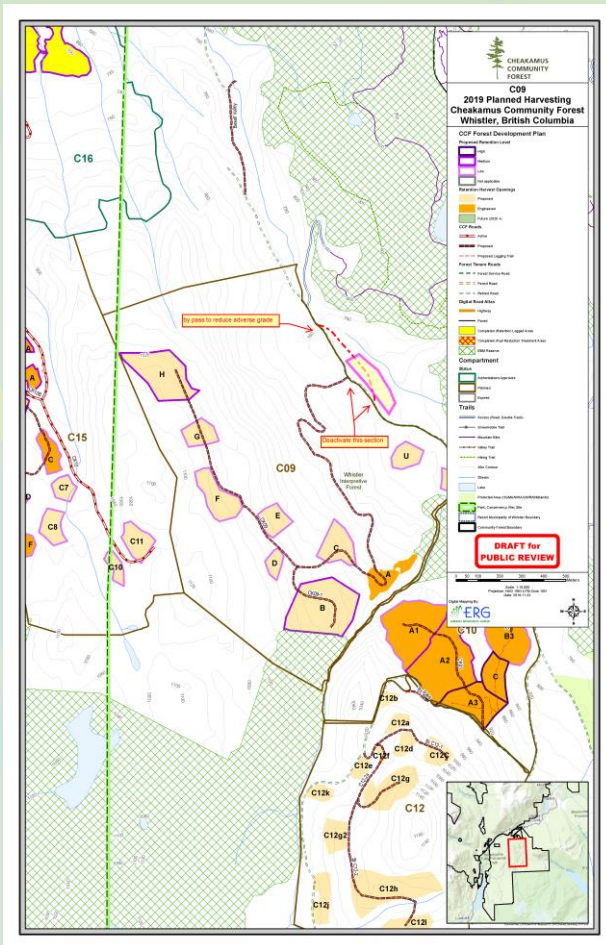


# 2019 Retention Harvesting – Cheak 09

3 small moderate and low retention openings in managed forests in Basalt Valley. Field engineering details being finalized. Upgrade and extension of an existing road system across the upper ridge.

## RESOURCE COMMENTS:

1. To reconnect and upgrade old roads requires harvesting small areas of managed second growth to help offset development cost.
2. Riverside Trail extension and forest management interpretation options require exploration.
3. Visual sensitivity from Whistler Peak increases with the upper elevation openings.
4. A connection of branch roads between C09 to C15 still to be field verified.



# Basalt Valley Reconnection Evaluation

## Proposal:

Reconnect old road system from Jane Lake Road through Whistler Aggregates quarry to access Jane Lakes/Basalt Valley area rather than use existing Loggers Lake FSR.

## Rationale:

- To avoid traffic, noise, dust and safety concerns from logging truck traffic adjacent to Cheakamus Crossing
- To avoid having Loggers Lake FSR impact layout of Cheakamus Crossing Phase II development
- Consolidate all logging traffic onto Jane Lake Road

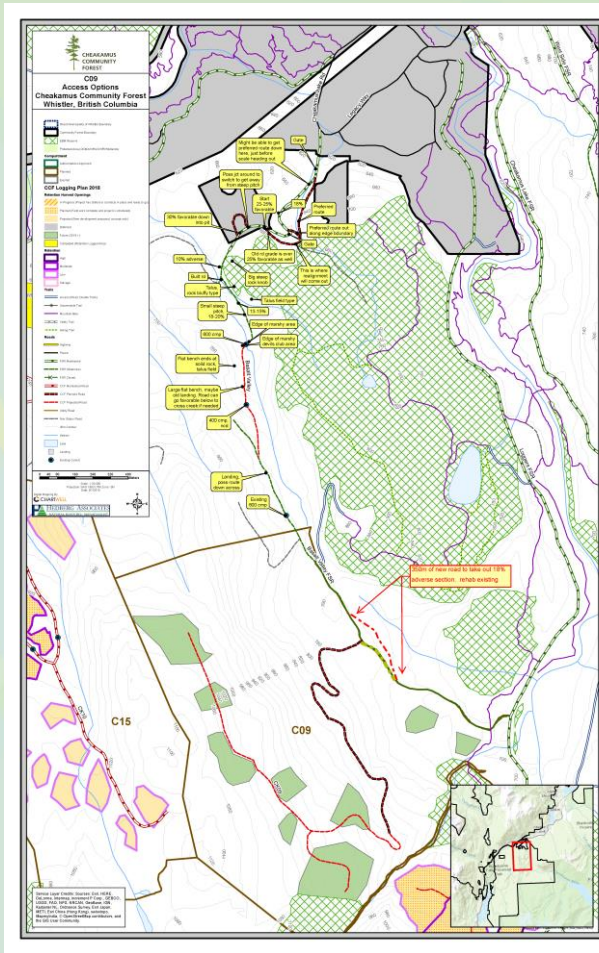
## Project Details:

A total of 535m of new road is needed to connect two existing roads. Total route length is 2.165km.





# Basalt Valley Reconnection Map



**Cost Estimate:** \$71,500 estimated to connect Basalt Valley to FRPA standards. An additional \$25,000 would improve the truck access by constructing a 350m bypass and deactivating the old segment.

**Decision Process:** The CCF Board will decide after public input received and detailed discussion with FLNRO, BC Hydro and Whistler Aggregates.



# Basalt Valley Reconnection Evaluation

## Benefits:

- Avoids an industrial road impacting layout of Cheakamus Crossing Phase II
- Jane Lake Road used for all future industrial access.
- Option to eliminate motorised recreation to Loggers Lake and turn road into wilderness road-trail needed only for transmission vegetation management.
- Eliminates road maintenance issues.
- Removes two sided road impacts from Cheakamus River
- Reduces conflict to existing neighborhoods
- Eliminates future periodic road restrictions and Riverside Trail closures.

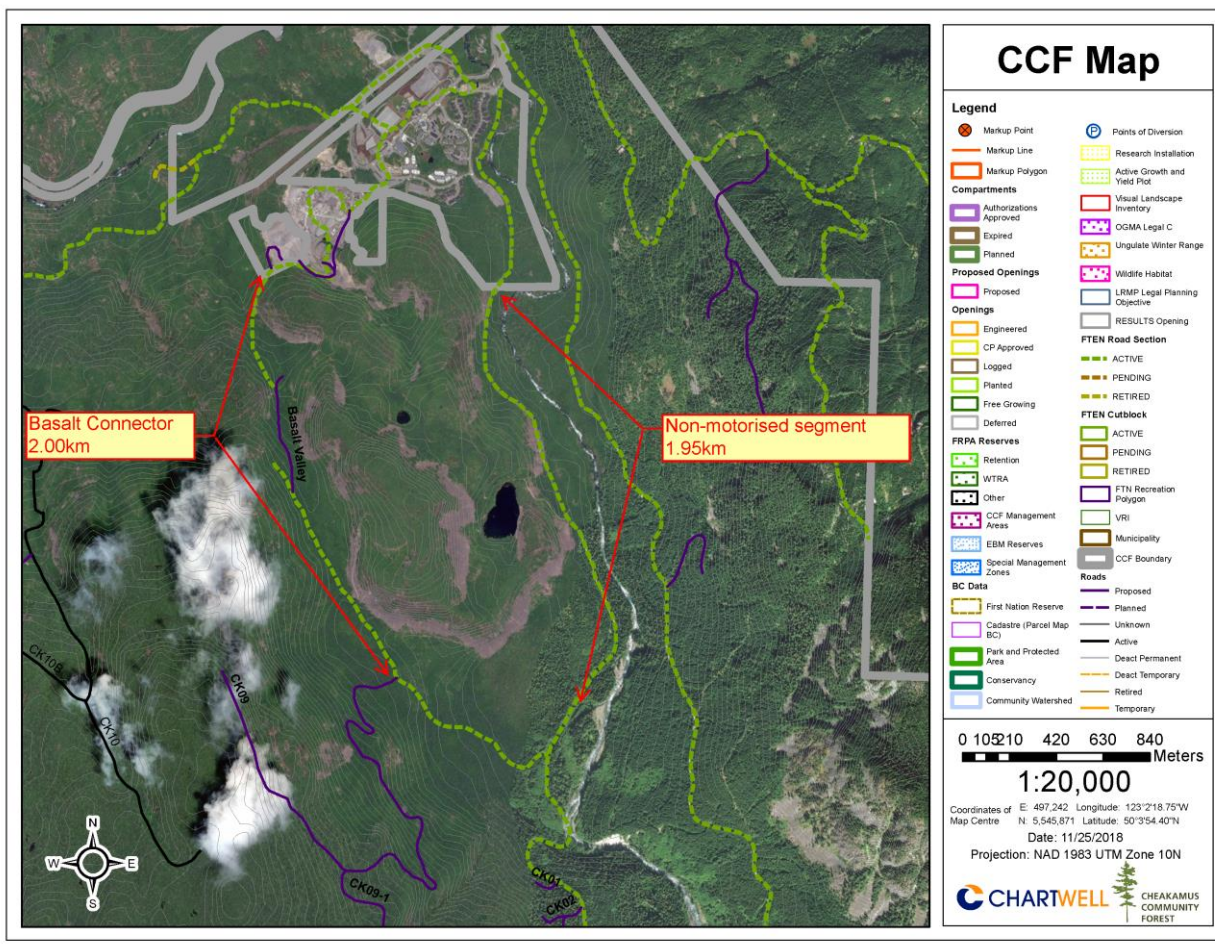
## Concerns:

- Loggers Lake road would still exist on the landscape.
- Cost of re-routing may require additional forest development.
- Change of pattern of use to Basalt Valley
- Further fragmentation to the forest
- Redundancy of road networks
- Public access through the quarry is undetermined currently
- Potential for a total public motorised recreation ban to all of Whistler Interpretive Forest –South.





# Basalt Valley-Logger Lake Road Overview

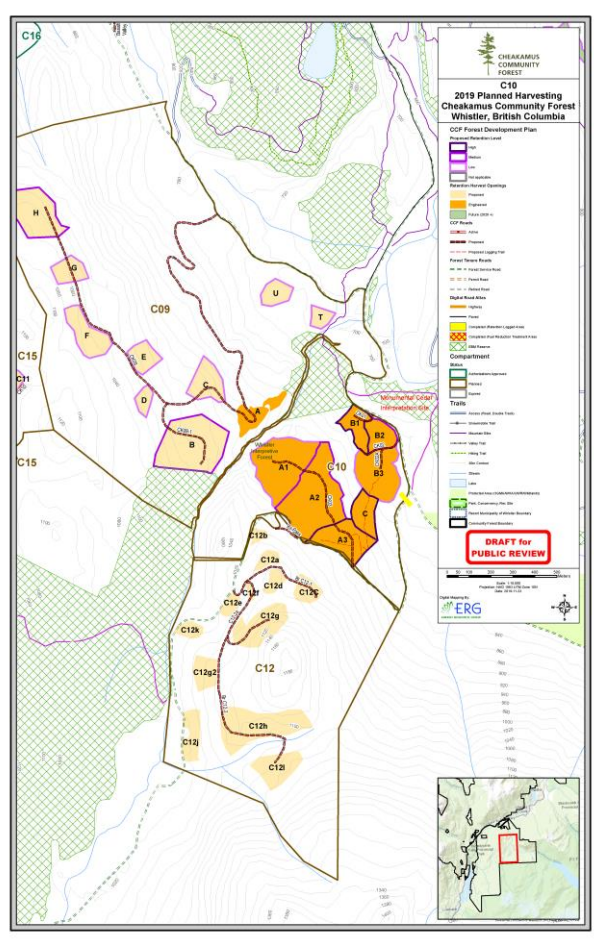


What do you think?





# Revived Retention Harvesting – Cheak 10



Originally engineered in 2013, this project would demonstrate all four levels of retention silviculture systems and provide a long term regeneration trial for each. This project is sensitive to log market pricing for low value pulpwood logs.

## RESOURCE COMMENTS:

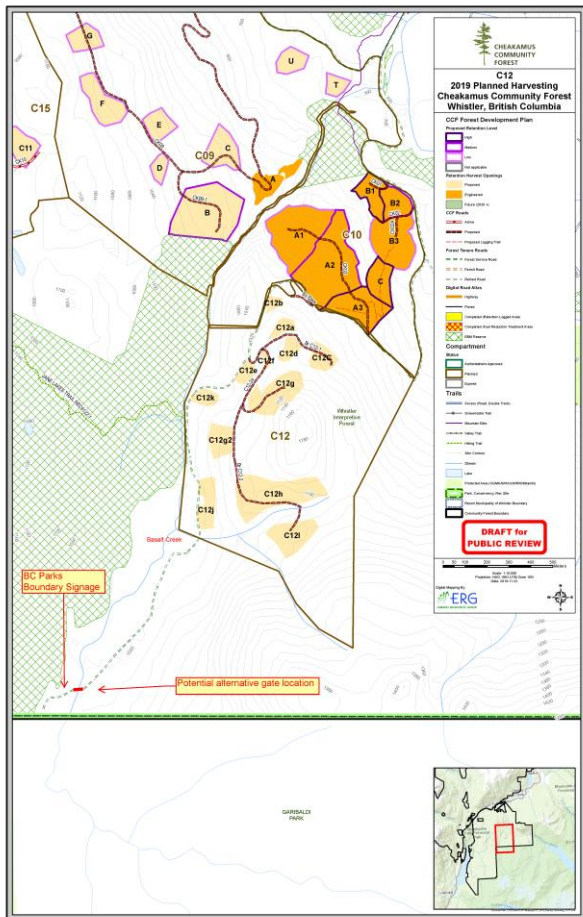
1. Very limited visual impact from Whistler Peak due to shaded north aspect and lower valley position.
2. Main road system in place and currently maintained by BC Hydro, spurs will be required but then turned into trails to support long term study.
3. Lower riparian area assessed for potential Monumental Cedar First Nation interpretation site and Riverside Trail extension.
4. BC Hydro upgraded Basalt Creek bridge in 2018 but has limited life span remaining.

# New Retention Harvesting Area – Cheak 12

Utilizing the Black Tusk Forestry Road this proposed area is the only new development brought in for planning 2019. Moderate terrain in old forest will allow either small low retention patches or larger moderate retention openings.. level..

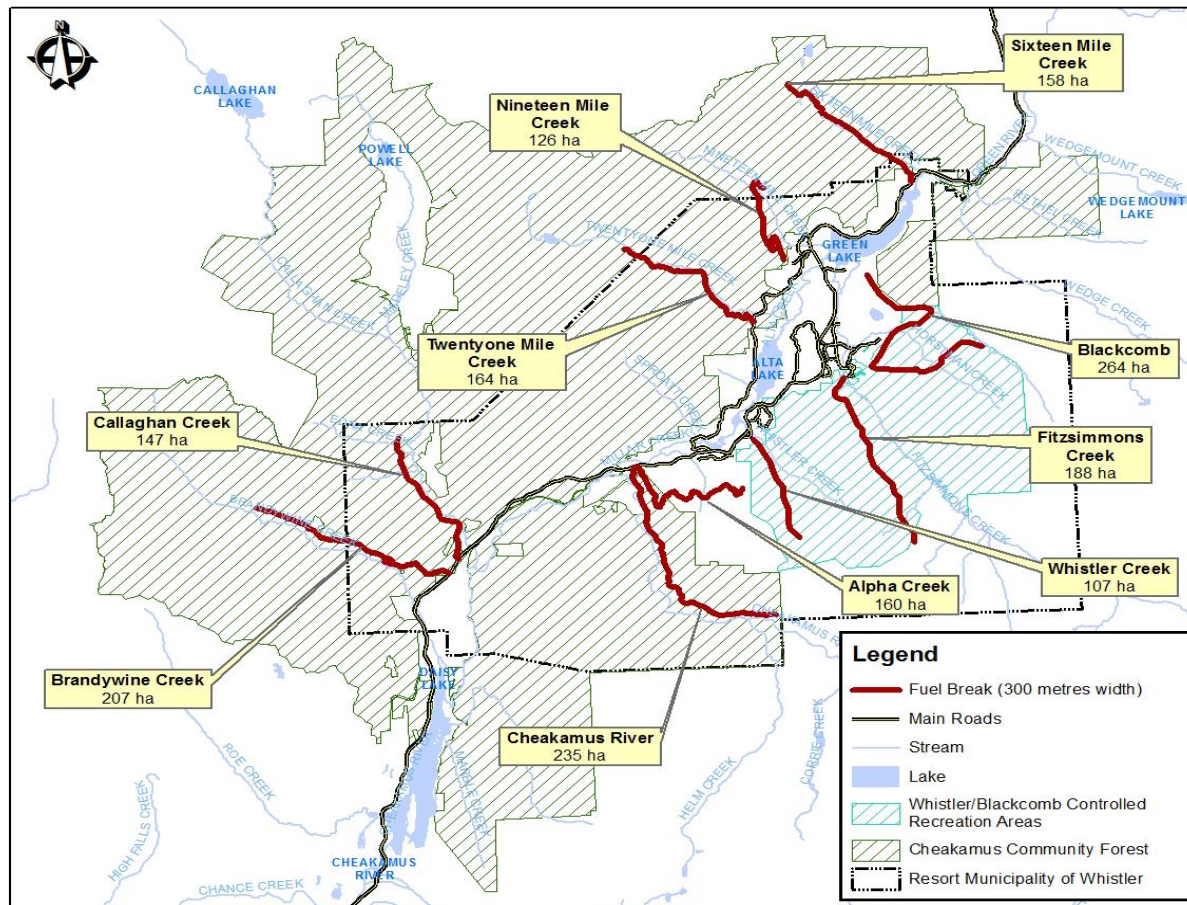
## RESOURCE COMMENTS:

1. Visual impacts limited but some visibility from Whistler Peak southern view.
2. Road requires a 125m re-route to remove tight curves.
3. Standing request from Alpine Club to move gate location requires dialogue with BC Parks and RSTBC.
4. Jake-Jane recreation trail upgraded by WORCA and needs to consider lakeshore impacts and lack of parking if motorised access is considered.
5. BC Hydro/Telus/Rogers communication tower on Black Tusk needs annual maintenance and refueling of backup generators.





# Let's Define Terms: Landscape vs Interface vs Infrastructure *Fuel Reduction or Fuel Breaks or Fuel Modification*

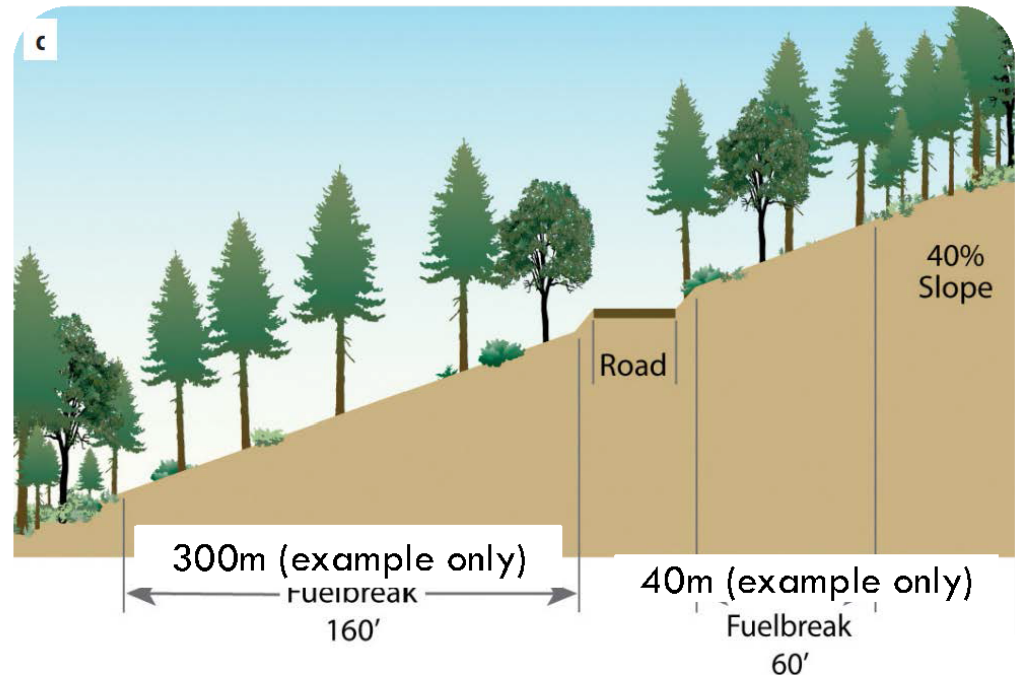




# Fuel Break

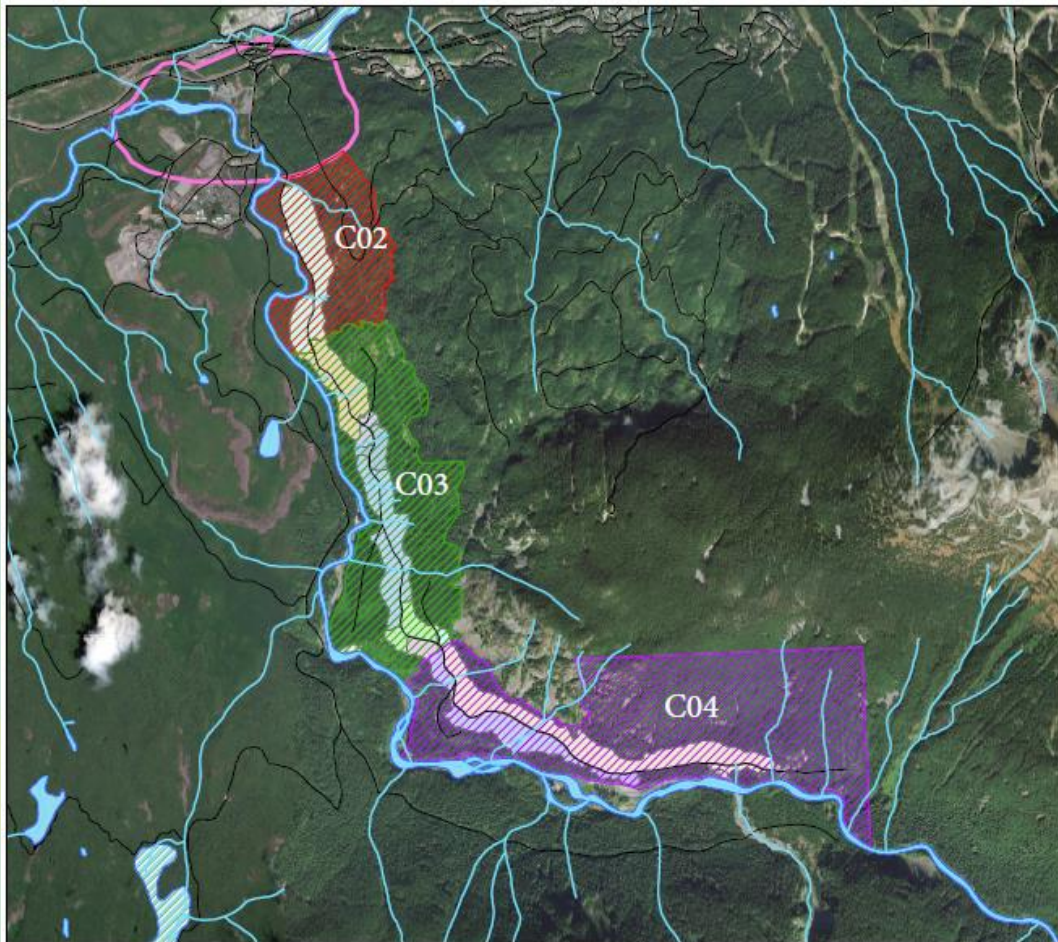
- **A natural or manmade change in fuel characteristics affecting fire behaviour so that fires can be more readily controlled.**

- A distinct area outside a community (or other value at risk) of strategic size and shape where human modifications of forest fuels aid in the protection of that community or resource from future wildfires.



# Fuel Reduction Program 2019 - 2020

## Cheakamus Lake Road Overview

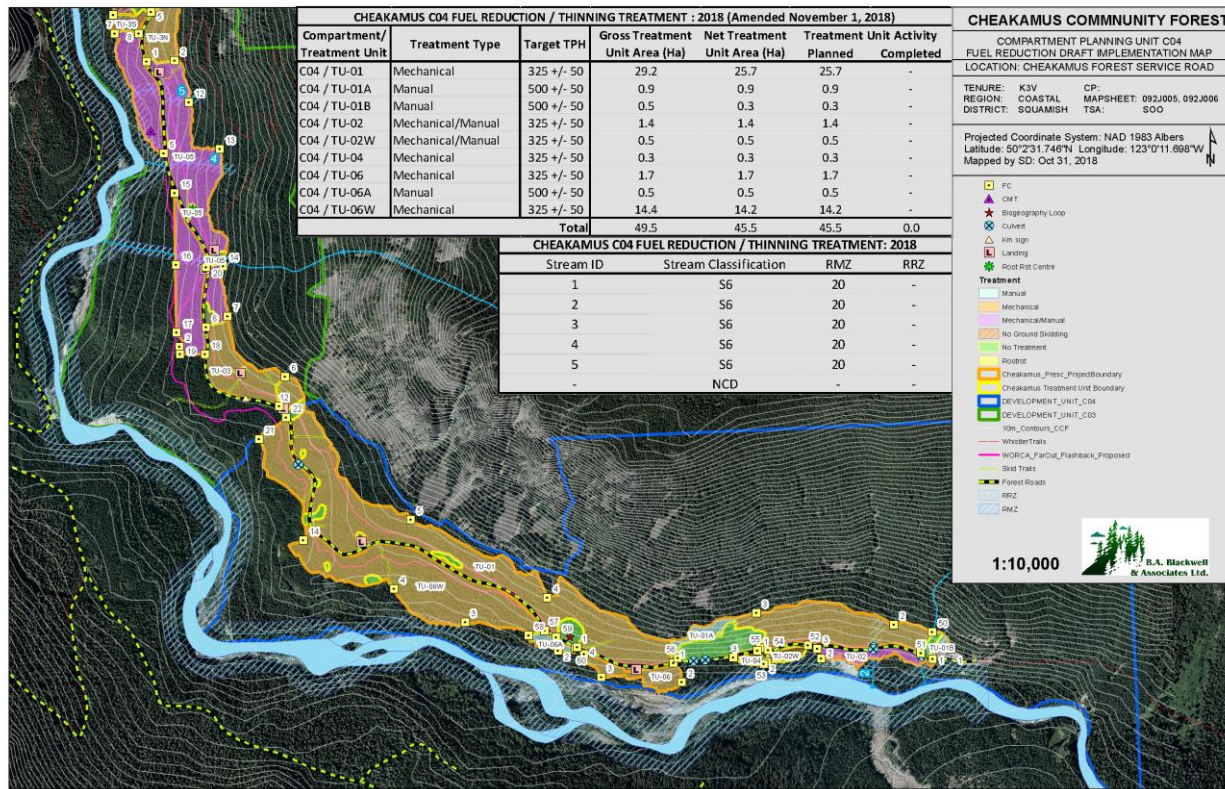


### COMMENTS:

1. 113 hectares in total
2. Completed between fall 2018 and spring 2020



# Fuel Reduction Program 2019- Cheak-04



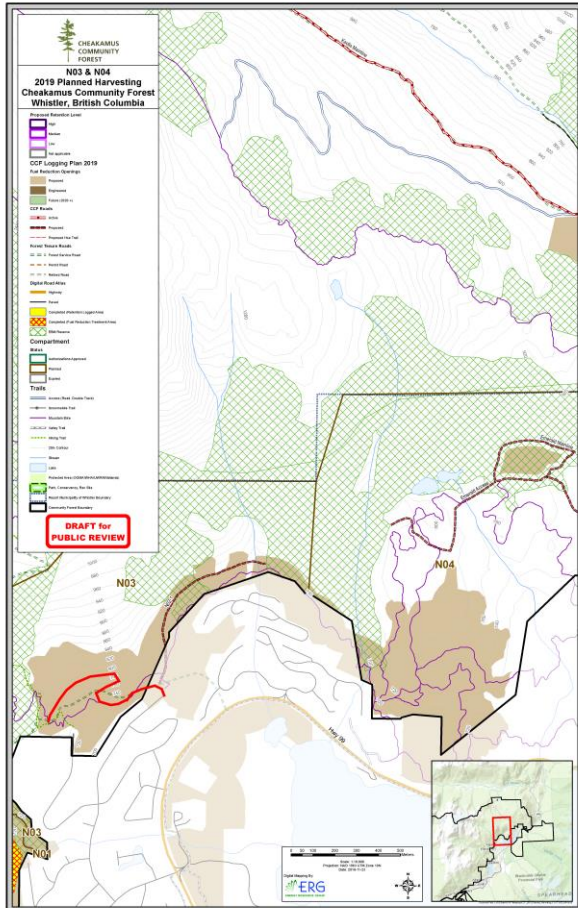
Weather permitting, Sqomish Forestry LP will complete prior to the end of April 2019.

## COMMENTS:

1. Currently 15ha of TU-06 is underfunded.
2. WORCA Trail expansion should consider relocation along the upper boundary line of the treated area.
3. Excluded areas included the Biogeoclimatic Interpretation Loop and large forested talus rock



# Fuel Reduction Program 2019 - N03-N04



Rainbow and Emerald planning areas and Px development to implement **Interface Fuel Break** using current FESbc funding uptake.

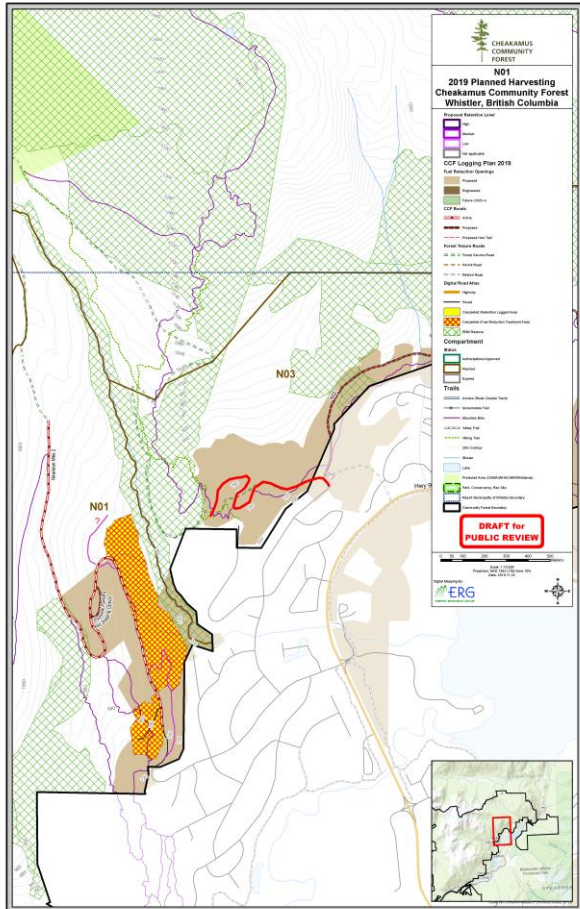


## COMMENTS:

1. Method of treatment not yet determined.
2. Branch N03-1 (Delineator) is proposed as a narrow forwarding trail, to reduce burning debris on site and to permit access or forwarding of forest fuels.
3. Access issues need to be resolved regarding 19 Mile FSR and use of Valley Drive cul-de-sac.

# Fuel Reduction Program 2019 - 2020 - N01

Expansion to an **Interface Fuel Break** opportunity under Forest Enhancement Society of BC funding



## COMMENTS:

1. Confirmation on the priority of treatment required with consideration of funding and cutting permit expiry Oct.2021.
2. Potential for day use staging area to alleviate Mountainview parking issue. Will requires road management decisions.
3. Recreation Trail upgrading and expansion timing issues.
4. Method of treatment undetermined.
5. Area north of Beaver Pass trail not shown on detail map.



# Emerging Issues in our Forest

## *Cedar Log Theft*



## *Smoke Management*



## *Jane and Crater Lake Access*



# Emerging Issues in our Forest



***The need for road and trail restrictions***

***Treated areas still burn, just differently!***



***Thank-you for your attendance.***

Comments to any of these plans should be sent to [H.Beresford@whistler.ca](mailto:H.Beresford@whistler.ca) . For further information I can be reached at cel 604-932-7616

***This information ill be available on Website***  
***[www.CheakamusCommunityForest.org](http://www.CheakamusCommunityForest.org)***





# ***Thank you for your attendance.***

Send comments to  
[hberesford@whistler.ca](mailto:hberesford@whistler.ca)

For further information, call Tom Cole, 604-932-7616

***This information available at  
[www.CheakamusCommunityForest.org](http://www.CheakamusCommunityForest.org)***

