

Cheakamus Community Forest 2019 Development Plan Summary			Volume	Total Area	Forest Cover		Planned Dev. Schedule			Compartment Considerations (Values, Constraints and Comments)
Compartment Area	Original Referral YEAR	Compartment Description	M3	Ha	Stand Type	Stand Age	Road Const.	Logging	Hauling	
2019 Planned Retention Logging and Road Projects										DENOTES NEW DEVELOPMENT PLANNING AREAS SINCE OCT.2017
Cheak-15 <i>C15A and B are 5.5 and 3.5 ha of moderate retention and include a series of smaller openings of 1-2 ha of low retention C,D,E,F.</i>	2016	Late fall startup in 2018 of opening C15B could require completion to the remainder of the project spring 2019. Extension of the road system to the north is being explored. Project assigned to Sqomish Forestry LP.	4,500 remaining into 2019	14.5	H,B,F	>250	2018	May	May - June	<ol style="list-style-type: none"> 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 Lake area. 3. Special Resource Management Zone – area is to be managed for Future Managed Habitat Area with specified retention objectives. 4. An option to access to WORCA ridge trail to the north.
Fee-01 <i>F01A is a 4.6 ha openings of low retention</i>	2017	Currently deferred due to high development costs.	2,530	0	H,F,C	>250	Aug	Sept	Sept	<ol style="list-style-type: none"> 1. No constraints in this area. 2. Will require a temporary road system or consider skidder swing trail to mainline. 3. Additional volumes are required to offset Dority development in Compartment P07.
Powder-07 <i>P07 has been re-worked into a series of 6 openings of low retention in groups and individual tree retention.</i>	2012	Cutting authority delays and re-engineering prevented road development. Program will form mid-summer program for 2019. Project assigned to Lilwat Forestry LP.	11,440	17.4	H,B,Yc	>250 >	June	July-Aug-	Aug	<ol style="list-style-type: none"> 1. Visual Management – will achieve a Partial Retention VQO from Callaghan Paved Road and from WOP & CWA viewsheds; 2. Dority and Edna both have enhanced Riparian Protection; 3. Tree retention use 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 Br E10 is the least cost option. 6. The commercial operator continues to indicate a desire to obtain a higher elevation, north side winter connection for their operation.
Cheak-16 <i>Opening E originally planned as fuel reduction will be mechanically thinned to moderate retention.</i>	2017	Opening E may be added to the spring 2019 C-15 program. Assigned to Sqomish Forestry LP.	950	4.5	F,H	60	NA	May	May	<ol style="list-style-type: none"> 1. Is within the FSP fuel modification area (FMA), but is not currently a priority fuel treatment area (BAB). When thinned (Stems/Ha to TBD) the potential for forest floor reduction or a controlled spring under-burn could be pursued. This FMA is a strategic location south of Cheakamus Crossing that ties into the linear fuel break created by BC Hydro right of way and permanent access of the Jane Lake FSR. 2. No resource concerns known.
Fee-02	2018	Roads and landings previously built but require	5,850	9.5	B,H,Yc	>250	NA	Sept	Sept	<ol style="list-style-type: none"> 1. Existing spur roads are in place along Metal Dome Mainline 2. Small openings requiring cable logging systems.

<i>7 openings of 1.5 to 2.5 of low retention.</i>		upgrading. Cable yarding is required due to moderate slopes. Assigned to Lilwat Forestry Ventures LP.								3. Will allow for additional road maintenance and surface upgrades towards Brandywine Meadows hiking area
Cheak-09 <i>Project is a series of small 0.5-2 ha openings of low and moderate retention</i>	2018	Development is now designed to recover development costs associated with connecting Quarry into the Basalt Valley to eliminate future need of Black Tusk (Loggers Lake Road) and reducing conflict in the planned Phase II Cheakamus Crossing Dev. Assigned to Lilwat Forestry Ventures LP	5,240	000	F,H	50 Yrs on lower section >250 upper	May	June	June	<ol style="list-style-type: none"> 1. Reconnection and upgrade to old roads require small incursions into managed second growth. 2. Riverside Trail and forest management interpretation options require exploration. 3. Connection of Branch roads between C09 to C15 still to be field verified. 4. This is an alternative route for industrial by using existing Forest Service Road and reconnecting existing access. 5. Public access may be restricted through an active mine site. 6. Provides an option to close Logger Lake access to all motorized vehicles. BC Hydro would continue road as Transmission Line access only.
Cheakamus-10 <i>Is a tree retention trial over 25 ha providing two representations of low, moderate and high tree along with a demonstration of a very high retention area.</i>	2013	The area is currently accessible and will contribute to the Basalt Connector Project redevelopment costs. This original 2013 project was to provide an interpretive opportunity and regeneration performance trial. Not currently assigned.	7,094	24.3	B,H	>250	Aug	Sept	Oct	<ol style="list-style-type: none"> 1. This is a heavy pulp component forest type and markets will have to be strong for this project to move forward. 2. Short branch roads are required to perform this interpretive project, roads would allow expansion of bike trails as indicated on the WORCA trail plan. 3. This initiative may provide the option to move gated road restriction up to the upper Basalt Bridge and closer to the actual BC Parks Boundary 4. BC Hydro is planning to replace their Tech Cable buried in the road. 5. Bridge replacement scheduled (CCF, BHydro, TELUS)
Tusk-01 <i>Is a projected series of 5 or more openings ranging from 3 to 6 ha of moderate retention</i>	2018	This area is accessed beyond the Bungee Bridge on the Daisy FSR. The existing road system is in good shape but overgrown. Extension of the road is along a bench below Crater Lake. This has been assigned to Sqomish Forestry LP.	9,550	TBD	H,F,B	>250	2019	2020	2020	<ol style="list-style-type: none"> 1. First development in the Tusk management unit using and existing road system 2. Projected development only as regaining access to enable field work will be required. 3. Eventual connection through to south east of Crater and Jane Lake may be possible which could also provide a southern evacuation route. 4. Visual Management to consider northern travel viewpoints from Hwy#99.

2020+ Proposed Road Ahead Construction and Retention Logging Projects										
Cheak-12	2019	New planning area from existing Black Tusk Forest Service road. Development requires minor road upgrade and series of short branch roads. This project is unassigned.	7,350	16.8	H (BYc)	>250	2020	2020	2020	<ol style="list-style-type: none"> Bench and ridgetop development adjacent to long standing access road to Black Tusk. Re-alignment required to remove tight curves. Moderately visible from peak of Whistler.
Cheak -01 Currently deferred until more information is obtained and shared with stakeholders. Projected as 8 openings of moderate and low retention. With Heli log option	2016	Project as projected will achieve a Retention VQO from Cheakamus Crossing and Hwy#99 determined through digital terrain modelling.	9,140 Heli 5,200	TBD	H,F B	>250	On hold pending more information recently collected and dialogue with WORCA executive.			<ol style="list-style-type: none"> Visual Management consideration-Existing legal VQO is Partial Retention from Hwy #99. Minor water control and resurfacing required. Heavily brushed in old road. Helicopter logging may be required in the eastern portion of this compartment. Timing and extent to be determined.
PLANNED LANDSCAPE LEVEL FUEL REDUCTION AREAS										
Cheak-03 linear shaded fuel break along Cheakamus Lake Road Mechanical 85% Manual 15%	Winter 2018	Fuel Reduction using a combination of ground based mechanical and manual thinning as part of a planned linear shaded fuel break.	5,100	40.5	F(H)	50 years	Operations are to be curtailed between July-Nov. due to BC Park access.			<ol style="list-style-type: none"> Continuation of operational thinning for Shaded Fuel Break subject to Forest Enhancement Society BC funding approvals; RMOW contributes up to 25% funding directly to program. Use of Mechanical and Manual Thinning, pile and debris chipping are also being expanded. Scale up of planned fuel reduction treatments are intended to reduce the overall cost per ha, increase contractor capacity and improve overall project efficiencies. Site interpretation and new single track bike trails are planned post treatment within the Interpretive Forest. Logs recovered during thinning will be attributed to CCF annual allowable cut targets. Debris removed will contribute to the RMOW Composter annual wood chip material
Cheak-04 linear shaded fuel break along Cheakamus Lake Road Mechanical 90% Manual 10%	Spring 2019	Fuel Reduction using a combination of ground based mechanical and manual thinning as part of a planned linear shaded fuel break.	3,750	33.7	F(HB)	50 years	Operations are to be curtailed between July-Nov. due to BC Park access.			
Wedge-80 Variable thinning on 10 ha in two separate	2020	Fuel Reduction subject to finding a cost effective solution to high cost treatments areas.	325	15.0	FH(CP)	Variable	Lower funding priority. Specialty machinery or method still to be sourced.			

<i>areas, Pine salvage on 5 ha.</i>								7. Option to demonstrate alternative mechanical thinning methods and machinery.
Cheak-02 <i>linear shaded fuel break along Cheakamus Lake Road</i>	Fall 2019	Fuel Reduction using a combination of ground based mechanical and manual thinning as part of a planned linear shaded fuel break.	4,850	25.6	F(CH)	55 years	Winter 2019 subject to FESbc funding. Operational curtailment July-Nov.	
Interface-N01 Alpine-3; Alpine-5	2020	Expansion to existing 2017 program	TBD	TBD	F(H)		Cutting Authority expires fall 2020.	
Interface-N03 19 Mile	2020 2021	New areas currently being assessed and Px developed.	TBD	TBD	F(HP)		New planning area	
Interface-N04 Emerald	2020 2021	New areas currently being assessed and Px developed.	TBD	TBD	F(HP)		New planning area	End File: TRC Nov.14.2018