



CHEAKAMUS COMMUNITY FOREST

Road-Based Access Management Plan

A framework for road management within the Cheakamus Community Forest

This plan supports the obligation of the CCF to “coordinate and integrate access management issues and decisions into the planning of forest operations.”

Prepared by CCF Access Sub-Committee

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2. Background

How does this road-based access management plan support access management and planning?

The Cheakamus Community Forest (CCF) is responsible for developing, maintaining and deactivating roads used for forest management activities within its tenure. Roads can support access and linkages to valued community assets such as hiking and mountain biking trails, recreation features and cultural areas. Access may be beneficial in terms of allowing access for recreation or other users, or harmful where it enables incompatible uses in sensitive areas. Care therefore must be taken to support compatible uses and prevent unintended consequences when planning and managing access. The need for access management in the area surrounding Whistler has been noted in many existing plans, including: the Sea to Sky Land & Resource Management Plan; the Xay Temixw (Sacred Land) Squamish Land Use Plan; the Lil'wat Land Use Plan; and numerous Resort Municipality of Whistler (RMOW) plans.

This plan supports the obligation of CCF to “coordinate and integrate access management issues into planning and forest operations.” The communities of Whistler, the Squamish Nation and Lil'wat Nation have key plans that outline important values –

environmental, social, cultural, spiritual and economic. These plans and other key documents provide guidance and have been considered in preparation of this document. The Forest and Wildlands Advisory Committee of the RMOW has also recommended specific principles to guide access planning and management in the CCF and Whistler area.

The CCF, being a relatively new area-based community forest tenure, contains a legacy of gravel access roads constructed over the decades that do not reflect current land use and may conflict with measures intended to protect environmental and wildlife values. As a result, there are roads with varying legal status, differing states of repair, and valued or used to varying degrees by diverse groups of users. Types of users include non-motorized and motorized; visitors and residents; and for recreation, cultural and utility or industry purposes. Seasonal use varies by activity. The sensitivity of ecosystems and habitats may also be seasonal (e.g., winter ungulate range, migratory bird areas).

“There is no legal requirement for government or industry to undertake access planning. There is no legal requirement for licensees in the forest industry to consult with each other or other commercial interests when they plan roads. There is no requirement for any industrial road builder to consult with, or notify, the general public about plans for the construction, maintenance or deactivation of roads. As a result, there has been very limited opportunity for the public to engage proactively in access planning”. FPB/SR/49 Forest Practices Board 2015 Special Report

The provincial government is responsible for all road authorisations and assigns the responsibility and standards under specific legislation (e.g., provincial highways, municipal roads, Industrial Road Act and Forest Act). As a forest tenure holder with road authorizations, the CCF has specific tools to manage access available under the *Forest and Range Practices Act*. Once authorisations are granted, there are

specific obligations and standards that apply to those roads and a defined method to ensure roads are maintained for safe industrial and public use, while not degrading environmental values.

Resource roads are costly to build, maintain or deactivate and can, if not monitored, result in damage to a broader environment, yet many users and communities have come to rely on these roads for access to valued areas. The Province has not to date established a natural resource road policy with a clear process for planning and managing roads and user groups. Given the existing and growing pressures for access and use in the area around Whistler and the CCF, there is a need to facilitate dialogue among stakeholders about road use and maintenance in this region. While broader access management direction has been established by higher level land use planning by government, the CCF has prepared this document to:

- 1) Guide CCF road management responsibilities within its tenure;
- 2) Clearly articulate priorities for development planning and road maintenance budgeting within the CCF.

It is beyond the mandate and budget of the CCF to assume responsibility for all authorised roads within its tenure. By convening a dialogue with other stakeholders as part of this roads management plan however, it is hoped that:

- conflicts over access and use in the area around Whistler can be reduced and addressed;
- road maintenance standards are upheld and costs shared equitably among types of user groups; and
- future access directions are well articulated and developed with the support of community stakeholder and road users.

The intent of this **CCF Road-based Access Management Plan** is to define how the Cheakamus Community Forest (CCF) will determine the extent, method and duration for public access resulting from CCF forest management operations and projects. Success of this plan will be measured by how well the CCF roads management decision matrix and associated management directions ensure that access investments are coordinated and intended results are achieved with regards to impacts on the values in the area.

The desired outcomes of the plan are:

- Continued and appropriate road access into the CCF;
- Minimize conflicts among user groups;
- Prevent degradation of identified sensitive areas and values.

The road-based access management plan will be the framework for further conversation among stakeholders over access management and land use planning for the area surrounding Whistler.

3. Definitions

Access Structure: as defined in the *Forest Planning and Practices Regulation 2004/14* means a road, landing, pit, quarry, excavated or bladed trail or other logging trail.

Deactivation: is a term used to place a resource road or logging trail into a condition that requires less maintenance while reducing environmental risks. Deactivation may restrict the original use of the road through establishing physical barriers. Deactivation includes a range of conditions from the establishment of a temporary road surface water bars to protect steep road surfacing to fully rehabilitating the roadway, landing or quarry with soils and woody debris capable of restoring a productive forest.

FRPA: *Forest and Range Practices Act*: provincial legislation governing forest management in BC including planning, authorizations, standards and maintenance obligations associated with Road Management.

Forest Service Roads (FSR): are roads owned by the province of BC and have special legal status in regards to encroachment and use.

FWAC: The Forest and Wildlands Committee is a municipally appointed committee of community members who review and provide comment on Whistler region resource issues. It also reviews and monitors CCF projects and planning initiatives.

Motorised Recreation: uses internal combustion engines or electrified vehicles to propel the user.

Non-Motorised Recreation: all forms of not motorized recreation, not limiting in meaning.

Non-Status Roads: are roads that have no tenure obligations or legal status but remain on provincial crown forest land.

Recreation Resource Feature: are discrete places, points and locations within the Cheakamus Community Forest of significant recreation potential or current value to users and general public. Current or planned access may support or enhance the public recreation opportunities in the forest.

Road Maintenance: is a forest management activity that ensures the road surface condition is appropriate to the vehicle use, the roadway is clear of obstructions and hazards, that roadway visibility is commensurate to the vehicle design speeds and that the all drainage structures are functioning and clear of obstructions. The purpose of maintenance is to reduce the negative impact from erosion and sedimentation into waterways and to determine that the road is safe for the intended users and that any identified hazards have been remedied or suitably identified to the user.

Road Maintenance Agreement is a formal agreement between road users to communicate when roads are being used and determine the maintenance required. It would also specify annual cost sharing formulas and actions for notification when a road hazard is discovered.

Road Permit Roads: are roads authorised by Forest Lands and Natural Resource Operations & Rural Development (FLNRORD) to forest tenures in order to modify, maintain or construct access. A road under a road permit is a legal obligation until such time as the road is deactivated and that all drainage structures are removed.

Road Use Permits (RUP) is a formal agreement on specific segments of **Forest Service Roads** issued by the District Manager, FLNRORD, and designates who is responsible as the primary maintainer on that road. It may also identify other users that are obliged to contribute to maintenance costs.

Sensitive Areas: are areas of the Cheakamus Community Forest that have been spatially identified for the protection of non-timber values. These include areas with high ecological or cultural (First Nation or Public Recreation) values and include old forest attributes and wildlife habitats. These areas have been identified through the [Ecosystem Based Management Plan for the CCF](#) in addition to fragile alpine and lower elevation wetlands and waterways.

4. Process

The CCF convened a sub-committee to support development of this roads plan and access management planning for the area around Whistler. Principles and guidance were taken from existing land use and strategic plans for the region as well as from the Forest & Wildlands Advisory Committee document (see Appendices 1 & 2). An inventory was compiled of all existing roads, their status and depicting them with references on a series of 3 map sheets. For those roads administered by the CCF, a decision matrix was developed to assist in road management decisions. These key elements are noted below:

4.1 Project Outputs:

- A. CCF Road Management Decision Matrix (Table 1)** - provides the CCF management direction and actions for the longevity and intended use of roads and trails;
- B. Traffic Counter Results on selected Forest Service Road by Year (Table 2)** – indication of the level or use on selected Forest Service Roads;
- C. Updated Forest Service Roads Inventory within the CCF (Table 3)**- lists the historic primary resource roads and the management direction of each for the CCF;
- D. CCF Road Inventory Map**-1:35,000 scale map depicting the first approximation of the status of all types of access roads and recreation trails within the Cheakamus Community Forest;
 - a. Link: www.cheakamuscommunityforest.org
 - E. CCF Resource Constraints Map** – 1:35,000 scale map portraying all layers of known land based constraints that affect, prohibit or guide road based resource management.
 - b. Link: www.cheakamuscommunityforest.org
 - F. CCF Access and Recreation Features Map:** –1:35,000 scale, map reference of the CCF current, planned and projected road system with a first approximation of known or potential recreation resource features that may be supported, improved and enhanced by way of road management decisions.
 - c. Link: www.cheakamuscommunityforest.org

Stakeholder engagement assisted with refinement of these elements. With continued commitment to the community forest engagement process, this CCF road-based access management plan will be a tool used to coordinate dialogue among the stakeholders and public. While access management planning needs have been identified throughout the Sea to Sky corridor, the scope of this plan is strictly for those roads and resource issues within the control of the CCF.

This plan will be used to guide the CCF Forest Manager in all access management decisions. Data will be gathered to monitor its effectiveness and the plan will be reviewed periodically and updated where new information is made available, when changes in government land use objectives occur or where the plan is found to be deficient in its direction.

5. Guiding Principles

Numerous plans guide land use and recreation within the CCF tenure. Key references used in the formation of this document are listed in **Appendix 1**. Specific references to access management from those plans are summarized in **Appendix 2**. There are common themes across those plans that have informed the following principles for access management planning.

1. Conserve ecosystem integrity and biological diversity, including the structure and functional characteristics of critical wildlife habitat, and rare and unique ecosystems;
2. Recognize and conserve the integrity of First Nations' cultural and heritage resources and values;
3. Protecting drinking water sources and its quality;
4. Consider community safety;
5. Maintain a range of recreation opportunities for high-quality backcountry experiences, some through a network of trails;
6. Promote non-motorized and low impact recreation uses and limit motorized uses (particularly in fragile environments);
7. Maintain opportunities for economic activities where these are consistent with other objectives;
8. Consider cumulative impacts, temporal aspects (like seasons) and visual quality;
9. Engage stakeholders and work with other levels of government in access management planning and decisions;
10. Collect data to inform decisions and make this information publicly available.

Forest & Wildlands Advisory Committee 2016

"All forms of access are planned and managed in a coordinated manner to meet overall community interests so that a range of community values – environmental, First Nations cultural and spiritual, public safety, historic, and neighbourhood – are maintained while allowing appropriate levels of public and commercial recreation, and industrial use."

6. Legislation & Authority

There are several existing and proposed Acts and regulations that govern roads within the CCF.

6.1 Natural Resource Road Act

This provincial legislation is under development and will, if and when it is proclaimed, clarify road management obligations, maintenance contributions and work to address issues regarding lack of access planning and coordination among and with stakeholders.

6.2 Forest Service Roads

These roads, designated under the *Forest and Range Practices Act & Ministry of Forest Act*, are legally designated Crown easements and roadways. Their responsibility ultimately remains with **Forest Lands and Natural Resource Operations and Rural Development (FLNRORD)**, regardless of the user.

Delegation of maintenance responsibility or improvement works is first delegated to an industrial user if present; if not present then the District Manager has the ability to carry out the work. Forest Service Road maintenance is designated to a maintainer by way of road use permit. **BC Parks** have also funded maintenance works on FSRs under a works permit. **FLNRORD** has also developed a process for Road Maintenance Agreements to apply in circumstances where a commercial recreation operator wishes to

maintain or improve FSR. In addition, **Recreation & Trails BC** enters into fee-based agreements with commercial operators to collect a user fee from the public for winter services for trail maintenance when the road is covered in snow (winter trail grooming and parking management). All road maintenance applicable to an industrial user is a prescribed activity under the *FPPR 2014/14 regulation*.

6.3 CCF Road Management

Relevant regulation: Forest and Range Planning Regulation 14/2014 (FRPA -FPPR¹)

Any new road planned for construction or any existing non-status roads that are in need of modification or upgrades must be planned and authorized under Road Permit or within a Cutting Authority by FLNRORD. These authorisations are done under the *Forest and Range Practices Act* and to standards specified within *Forest and Range Planning Regulation 14/2014(FRPA – FPPR²)*. Deactivation of resource roads and trails do not require prior authorization or notification but do in certain circumstances have specified requirements that must be followed. The different types of resource roads that exist in the CCF are noted here:

6.3.1 Primary CCF Resource Roads

Primary CCF resource roads are intended to provide long term access and are necessary to carry out forest management activities. That authority of a Road Permit obligates maintenance and ensures industrial safety (when used) and public safety (at all times). Monitoring is required to ensure water is managed and that the roads are not causing or likely to cause harm to the environment. Resource roads and trails constructed under a Cutting Permit authority are generally short term and are deactivated upon completion of cutting authority obligations. If roads are not deactivated (i.e. all drainage structures removed) they will be amended into the Road Permit to continue the status and CCF liability of road maintenance.

Road deactivation can be temporary (seasonal), semi-permanent (drainage structures and surface conditions are secured with cross ditches and fail-safes) or permanent (all drainage structures, bridges removed, road left with no risk to the environment). A road under Road Permit is a perpetual obligation until such time as it can be deactivated and all drainage structures removed. A road is considered retired (no further obligation) when the District Manager accepts the deactivation standards and removes the road segment from the road permit. Only when a road has been permanently deactivated can it be deleted from the Road Permit.

Gates used to periodically restrict vehicle access on any resource road require specific site authorisation from the District Manager of FLNRORD. All other forms of barricades and deactivation features restricting motorized use do not require District Manager approval but must be suitably signed to warn public users of the obstruction ahead.

¹ *Forest and Range Practices Act and Forest Planning and Practices Regulation* specify where and how forest road construction, maintenance and deactivation measures are implemented.

6.3.2 Logging Access Trails

These are all other forms of constructed (bladed) temporary access structures to facilitate log recovery and are not designed for use by logging trucks. In multi-pass shelter wood (moderate, high and very high) retention silviculture systems a logging trail may remain in place and not become part of a net area to be reforested obligation. They are required to be left in a condition of very low risk for water management and may be utilized by the public or commercial recreation users. They are not maintained by the CCF.

6.4 Commercial Recreation

(Land Act, Motor Vehicle Act, Motorized All Terrain Act) Fee-for-service commercial recreation access is dealt with under a **Management and Working Plan** for each tenure holder within a designated general area or region. There is no other formal approval process or standards for the use of existing non-status roads used by commercial recreation operators. The terms “old roads” and “trails” are used synonymously and therefore in this plan they are portrayed as a double-track trail, in order to distinguish them from a resource road or logging access trail. The depiction of these commercial access routes on the Road Inventory Map (#1) provides the basis of referral when and if needed for carrying out forest management projects. In addition, these routes provide various public access options and are therefore an important element of this plan. Common road names will use where possible to assist referral and planning with commercial recreation operators. Where joint use is intended and road permitting required, they will be subject to the CCF Road Use Agreement to ensure public use is safe and environmental impacts and drainage are periodically inspected and maintained. A CCF Road Use Policy and standardized Road Use Agreement template is under development.

6.5 BC Hydro Access

(BC Power and Authority Act) This legislation provides the right to access and maintain any access to their infrastructure on Crown Land. BC Hydro maintains road access under its own set of standards and controls. Where joint use is required, these roads would be subject to a Road Use Agreement under the CCF Road Use Policy.

6.6 Private Access (Telecommunications, Run of River, Private Land, Other)

(Land Act Authorizations) are used to provide legal access when no other authorizations are available or present. Land act authorizations were historically short term to allow for the initial construction only but have now been expanded as a permanent tenure as long as the access remains. Currently all land act authorizations are dealt with under a licence of occupation which specifies obligations and standards of construction and maintenance acceptable to the lands officer. Conditions set by the lands officer for these land act tenures within the CCF should require a road use and sharing agreement as part of the authorization.

6.7 Utility Roads

(Municipal Infrastructure or Telecommunication Land Act Authorizations) are roads used to access municipal or communication infrastructure. Many are historic Forest Service Roads, old Land Act Tenures or non-status resource roads. Maintenance responsibility and standards may or may not be assigned.

6.8 Non-Status Roads

These are the result of decades of historical access retained on the landscape from past resource, utility and corridor development. They are included on the map from the provincial forest road inventory file which generally recognizes roads from the 1960's forward. All access prior to 1960 is generally not available until detailed field review and inventory is accomplished.

7. CCF Road Management Decision Matrix

The following table outlines the hierarchy of questions that will be used to guide the CCF forestry manager and board when considering management actions for roads and trails within the CCF.

Table 1 Decision Matrix for Management of CCF Roads and Access Trails

	Decision Matrix	Access Designation	
#	Question(s)	If answered "Yes" to any question in the box then designate segment as set out below:	"No"
1.	Is the road a Forest Service Road?	Obligations for road safety and delegating maintenance is by FLNRO and therefore not a candidate for deactivation by CCF. Designate FSR as either: A. MAINTAINED FORESTRY ROAD; or B. WILDERNESS FORESTRY ROAD.	Proceed to the next question
2.	Is the road currently under CCF road permit #18645 and required beyond 5 years to carry out forest management activities? OR Does the road provide desired access to a known recreation resource feature ?	Retain road under CCF road permit with deactivation based on recreation feature objective, type of users, risk to environment and seasonal needs. Designation =TENURED ROAD –MAINTAINED	
3.	Is the road or logging trail within the Whistler Interpretive Forest ? Or Is it within either of the two Cultural Management Areas ?	In the Whistler Interpretive Forest consider potential for the access to provide forest management or FN cultural interpretation opportunities. In either Cultural Management Area defer all access related decisions to both FN partners for specific direction on level of access. Designation= To be determined through referral	
4.	Is road or logging trail within a Commercial Recreation tenure and the tenure holder through referral has indicated the desire to utilize the access.	Consider the Commercial Recreation tenure holder's needs and plan based on guiding principles and community values. Retain the access under RP 18645 and define the level of deactivation compatible to the community values. Where it does not conflict or increase access to a sensitive area , obligate the commercial recreation operator to manage road under the CCF Road User Policy to ensure	

		a basic level of maintenance and annual inspection is performed. Designation = TENURED ROAD-DEACTIVATED	
5.	Post-harvest activities are incomplete; or, the road and logging trail has been identified as primary access toward future planned harvesting areas; or the road provides desired access to a known recreation resource feature ?	Amend the road into Road Permit #18645 and schedule inspection at least annually Designation = TENURED ROAD-MAINTAINED	
6.	The road or logging trail provides no future harvesting opportunity or, the road does not provide desired access to a known recreation resource feature ?	Deactivate the road by removing all drainage structures Barricade the road for all motorized vehicles and post signs suitable to warn of deactivation hazards. Request deletion from Road Permit; Designation= TENURED ROAD – DEACTIVATED	
7.	Does the road facilitate or raise public expectation of access towards a known sensitive area ?	Remove all potential for increasing or promoting increased access to the area through full deactivation, either rehabilitate or create a roadway condition that will curtail all user to a logical ACCESS CONTROL POINT ³ . The road if fully rehabilitated is Designation = NET AREA TO BE REFORESTED If the road cannot be permanently deactivated due to soil site condition or prohibited costs then delete from the road permit; Designation= NON-STATUS	
8.	The road or logging trail is no longer needed for forest management within the next 20 years or the road does not provide desired access to a known recreation resource feature .	Where suitable, fully rehabilitate, re-contour the road or trail cut/fill, replace stumps or large wood debris across the disturbed area and ensure all watercourses are cross ditch and erodible material appropriately stabilized. Designation = NET AREA TO BE REFORESTED, Where ground conditions make full rehabilitation impractical, then remove all drainage structures, block the road to all users and post warning signs informing the public of the deactivation hazards delete from Road Permit; Designation = NON-STATUS	

³ Access Control Point is either a barricade or gate that restricts regular vehicle access

8. Access Inventory

8.1 Hierarchy of Access for mapping purposes

To accurately portray access planning on the maps, a hierarchy of conventions has been used. Mapping roads and trails at the scale of the entire CCF area has limitations. Therefore, mapping layers will portray levels of access by: **Paved Road >FSR Road >Tenured Road >Double Track Trail >Mountain Bike Trail >Hiking Trail or Non-Status Road**. This convention will by default indicate where motorized use ends and non-motorised begins, if gates or barricades are not in place. All three themed access maps in the plan will apply this mapping convention:

- Motorised Use - unrestricted use; will be the primary layer depicted on all maps;
- Motorised Use –restricted where decision to restrict public motorized use by deactivation or barricade methods;
- Non-motorized Use- restricted through a combination of signage, deactivation or barricades;
- Closed road or trail-where by definition the intent is to restrict all types of public user even though it may not be physically possible to restrict all foot traffic.

8.2 CCF Development Plan Referrals

The CCF has a legal obligation to provide public and stakeholder review of all its primary forest development activities annually. This is done through an annual open house and the use of a dedicated website. However, this road-based access management plan will be used to coordinate other referrals when received and when other information is made available through other stakeholder group initiatives. Detailed plans are best shared as they are refined, but for access management, a longer-term horizon is preferred. Therefore, the projected and planned road development portion of this plan's maps will assist a robust referral process. This plan and the associated maps, updates and revisions will be made available on the website www.cheakamuscommunityforest.org

8.3 Access Plan Road Categories

8.3.1 Forest Service Road–Maintained

These are high standard 2-wheel drive type roads providing access to high value recreation sites or BC Parks. They remain the responsibility of FLNRORD in the event a primary maintainer (Industrial or Commercial) is not actively using the roadway, likely the CCF in most cases but commercial recreation interest in others. These roads receive scheduled inspections of all major drainage structures and annual roadways to ensure public safety, that water is being appropriately managed and environmental integrity are upheld. This designation within the CCF is best served through coordinated and leveraged funding approach between the CCF and FLNRORD along with any other beneficiaries of this type of guaranteed public access. These roads are therefore considered the highest priority in terms of road user condition given the intent of high public focus and use.

8.3.2 Forest Service Road-Wilderness

These roads are primarily assigned for industrial or seasonal commercial recreation access while providing public access into the forest. Their condition is subjected to the periodic upgrades during

industrial use or through commitments by **Recreation Sites and Trail BC** under a fee collection policy. They are deactivated to a self-maintaining level but do not restrict the type of public use. Encountering a road hazard is possible as annual or active inspections do not occur. Deactivated wilderness roads make high clearance vehicles mandatory and only limit motorised access if blocked, barricaded or gated for specific reasons.

8.3.3 *Forest Service Road –Closed*

These are Forest Service Roads that have been fully decommissioned and are not intended for motorised use as all drainage structures have been removed and the road barricaded and signed in advance to warn of the restriction. Closed FSRs retain their legal status unless formally rescinded by FLRNOD.

8.3.4 *CCF - Tenured Road*

These are roads authorized under Road Permit R18464⁴ to the CCF that are required for forest management purposes. They are inspected annually to ensure public use and environmental integrity is maintained. They may be used extensively by the public or Commercial Recreation Operators.

8.3.5 *CCF-Planned or Projected Road*

These are the anticipated future primary access roads needed within the CCF. Planned primary access roads align with existing non-status roads (already built). Projected roads are new roads whose location are only approximated and depicted for planning and referral purposes.

8.3.6 *Utility Road*

These include a series of existing roads where access to hydro, municipal utility or telecommunication infrastructure have been identified. In addition, RMOW Protection Services has identified roads and increased access for their re-tooled urban interface suppression vehicles. These “fire and rescue roads” would provide access for initial fire attack and ground suppression activities. For a road to act as a “fire road” there would be a requirement to ensure inter-distance pull-outs and turn-arounds are maintained and that some form of fuel reduction where suitable are carried out to ensure firefighter safety in access and egress.

8.3.7 *Non-Status Road*

These are the host of historic resource roads in various states of condition, normally not accessible for motor vehicles due to vegetation cover, disrepair or past deactivation. In order to modify, upgrade or use they must be authorized by the province and referred to First Nations prior to such authorisation.

8.3.8 *Recreation Trails*

This classification includes 1) Double Track Trail: historically a resource road or machine-built feature that is used as a commercial and/or public recreation access; 2) Mountain Bike Trail: includes the current inventory of the WORCA trail network authorised under Section 56 of FRPA; 3) Hiking Trails: are

⁴ Forest and Range Practices Act authorization

exclusive to that user group authorised under Section 56 of FRPA and listed by **Recreation Sites and Trails BC**. Non-motorized segments normally have staging or trail head locations where user restrictions are signed and enforcement begins. Snowmobile trails are winter use only groomed access authorized by Rec Sites and Trails BC and assigned to the Powder Mt Snowmobile club or Commercial Recreation Operator.

9. Road Inventory and Current Access Management Direction

9.1 Forest Service Roads

Forest Service Roads (FSRs) are a system of primary gravel resource roads authorized, funded and maintained by the Crown (i.e., the Province through FLNRORD). Historically, they were used to support primary access to the timber resources; provide ancillary opportunities for public access to recreation sites; and quite often were the primary service connection to rural and First Nation communities. Their legacy within the CCF create a patchwork of road segments that is no longer reflective of the changes that have occurred in land use, consideration for the transport of forest and mineral resources and for the level of public use. An FSR designation obligates government to fund inspections on the major structures and subject to provincial funding priority carry out maintenance and repairs. When an FSR has an assigned maintainer, then it is government expectation that the maintainer carries out at its own cost the storm damage repairs, maintenance and inspections regardless of the intensity or duration of use.

Table 2: Traffic Counter Results on selected Forest Service Road by Year

Forest Service Road Traffic Counter Results:									
Year	2013		2014		2015		2016		Comments
Road Name	Avg. Daily	Annual	Avg. Daily	Annual	Avg. Daily	Annual	Avg. Daily	Annual	
Brandywine	81	296,511	94	34,205	86	31,417	124	45,706	Peak January February
Callaghan L.			67	24,356	27	9,865			Peak August
Cheakamus L.	107	39,012	1	44,297	163	59,524	172	62,741	Peak use July-Aug
Sixteen Mile	-	-	-	-	240	87,744	263	96,023	Peak use July-Aug
Daisy	111	40,502	58	21,169	142	51,940	201	73,954	Peak July-August
Wedge	0	0	119	45,548	156	56,915	177	64,534	Peak July-August

Note: Use counts do not differentiate between commercial, public or industrial users. For comparison purposes the Brohm FSR annually sees 70-90,000 annual users and the Inshuck-ch FSR 70-130,000 annual users – the latter is available year-round and services First Nations communities. In addition, the

2016 census indicates the highest one-way traffic counts are in August, with 14,902 counts on the Daisy FSR, 14,397 on Sixteen Mile FSR and 12,141 on Cheakamus Lake FSR.

The table above is a first approximation of documented road use within the CCF. There is no current systematic or comprehensive tracking of road use by user group (e.g. motorized, non-motorized, commercial, industrial, and public). The CCF is aware that BC Parks tracks the level of public visitation through census and fees collected. FLNRORD –Engineering Department has a publicly available road user count census system. RMOW Visitor Experience Department routinely applies traffic counters on certain recreation trails. Rec Sites and Trails BC deploys traffic counters on some trails annually. Currently there is no coordination between organizations.

Table 3: Forest Service Road Inventory within the Cheakamus Community Forest

This table identifies the current list of Forest Service Road segments that reside within the CCF. Those highlighted below in green have been confirmed as Forest Service Roads that meet the current priority for provincial maintenance funding. Those with a management direction listed as MAINTAINED that are not highlighted in green must have an assigned maintainer who is responsible for the cost of carrying out annual inspections and completion of routine and identified maintenance activities. Those FSRs listed as WILDERNESS are not inspected or maintained. Those listed as CLOSED are generally in a condition that restricts motorised vehicles. This document will be updated periodically to track the status of all FSRs either as Maintained or Wilderness designation. Those listed as CLOSED, once formally processed by FLNRORD are in essence considered a non-status road.

NOTE: all motorised vehicles operating on a Forest Service Road regardless of category must be insured and registered under the Motor Vehicle Act.

FLNRO Branch Reference	Local Map Name	Branch Km	Current Category	Current Status	Management Direction and Maintainer	Comments
CHEAKAMUS RIVER FSR 3077						
01	Cheakamus Lake	6.47	Maintained	All access to the Cheakamus Lake Trail Parking lot.	FNORD Maintained	Access to BC Parks, Cheakamus Lake and Helm Creek. Whistler Interpretive Forest main access point. Spring-Summer-Fall use priority.
02-a	West Side	0.95	Maintained	Restricted access by RMOW gate, no vehicle access beyond 2.06 km	Transfer to CCF Tenured Road Maintained	RMOW Gated –restricted access due to Valley Trail crossing. Primary climb for accessing mid elevation MT Bike trail.
02-b	West Side	0.97	Wilderness	Primary use as access to various Mt Bike trails. road is brushed in.	Transfer to CCF Tenured Road Maintained	Identified access to W-B under Master Plan. Future use planned for CCF
02-c	West Side	1.87	Closed	Unknown within Controlled Recreation Area W-B	Closed	Part of established Mountain Bike trail to access descent trails in Whistler Interpretive Forest

03	Loggers	7.4 5	Maintained	All access to Garibaldi Park –Black Tusk gate, restricted to industrial user beyond.	BC Hydro Maintained.	Very high recreation use to Loggers Parking Lot staging area. Industrial access to Black Tusk microwave infrastructure.
04-a	Sugar Cube	1.2	Closed	No vehicle access	Closed	Sea to Sky Bike Trail currently maintained by RMOW.
04-b	Lower Cheakamus River	1.5	Wilderness	Upgraded by BC Hydro 2015 all vehicle access	Wilderness	Provides access to private land and BC Hydro transmission line infrastructure
06	Basalt Valley	1.8 5	Wilderness	All vehicle access	Transfer to CCF Tenured Road Maintained	Future option to re-route industrial traffic away from 3077-03 Logger –Black Tusk road. Future use planned for CCF
07	Helm Creek	2.5 9	Closed	No vehicle access	Closed	
08	Cheakamus Crossing	2.0 4	Wilderness	Part of subdivision access	Whistler Aggregates Maintained	This segment has been impacted by Cheakamus Crossing and Quarry use, it is a critical access point if an alternative connection to Basalt Valley is pursued connecting with FSR3077-6.
09-a	Jane Lake	3.0 0	Maintained	All vehicle access	Transfer to CCF Tenured Road Maintained	No restrictions, current industrial access.
09-b	Jane Lake	1.4 5	Wilderness	No vehicle access	Wilderness	Rough 4x4 access
09-c	Jane Lake	1.6 2	Closed	Washed out and brushed in.	Closed	
10	Jane Lake	0.7 9	Paved	Jane Lake Road - Municipal Road	Paved Road	RMOW maintained municipal road system

CALLAGHAN CREEK FSR 6102						
01-a	Callaghan Mainline	3.9 5	Maintained	All vehicle access	Transfer to CCF Tenured Road Maintained	Industrial and commercial access with no restrictions; winter motorised rec trail fee for service. Highway up to Gold Mine Road (North Air Mine)
01-b	Callaghan Creek	2.2 5	Maintained	All vehicle access	Can Wild Adventures Maintained	Access to Canadian Wilderness Base area, maintenance agreement required.
01-B	Callaghan Lake	6.3 5	Maintained	All vehicle access	FLNRORD Maintained	BC Parks WOP access the upper Madeley Lake Trail –High summer vehicle use to recreation area, limited winter non-motorised during winter.
03	Alexander Falls	0.2 4	Maintained	All vehicle access	FLRNORD Maintained	Rec sites and Trails BC high use all season recreation feature.
SIXTEEN-SOO RIVER FSR 7910						
03-a	Showh Lakes	4.2 8	Maintained	All vehicle access	FLNRORD Maintained	Ancient Cedar Recreation Site, Showh Lakes Recreation Area. Highest use recreation road in CCF used by public and commercial recreation users all season.
03-b	Sixteen Mile Ancient Cedars	1.5 2	Wilderness	4x4 access	Wilderness	Utilized by TAG winter and summer.
04	Kaolis Mainline	3.9 7	Wilderness	All vehicle access to Super Fly Launch only, 4x4 beyond, only partial FSR status	Transfer to CCF Tenured Road Maintained	TAG use all season and public recreation summer use to Trail Head for northern end of Flank Trail. Maintained as a 4x4 motorised access route.
BRANDYWINE CREEK FSR 8079						

01-a	Brandywine Creek	4.3 5	Maintained	All vehicle access summer and main snowmobile route winter.	FLNRORD Maintained	Designated public winter motorised recreation trail. Powder Mt Club, Blackcomb Snowmobiles.
01-b	Brandywine Creek	2.1	Wilderness	Rough road to gated parking area	Wilderness	Access to Ecoflow penstock and parking area for Brandywine Meadows Trail
01-c	Brandywine Creek	0.8	Closed	Winter motorized access only	Seasonal Closure	Spring - Summer Grizzly Bear seasonal use - closed to motorized vehicles
02	Club Parking Lot	1.0 7	Maintained	All vehicle access	RSTBC Maintained	Winter designated Rec Sites.
02B	McGuire	0.4 9	Wilderness	None	Closed	Part of Blackcomb Snowmobile / Whistler ATV Base Area
WEDGE CREEK FSR 8723						
01	Wedge FSR	2.8 5	Maintained	All vehicle access	FNRRORD Maintained	Used by industrial, public and commercial recreation. Primary access to Wedgemount BC Parks staging area.
DAISY LAKE FSR 9281						
01-a	Daisy Lake	3.1 5	Maintained	All vehicle access to Petticoat Lake	FLNRORD Maintained	Public access to Cal-Cheak recreations site and commercial recreation Bungee Bridge site. MOTI gravel pit and reserve. Includes a maintenance agreement with Whistler Bungee to their facility
01-b	Daisy Lake	1.6 5	Wilderness	Rough roadway, brushed in roadway	Wilderness	Petticoat Lake is not a designated day use recreation site, Access to Cheakamus River canyon. Future access for CCF required
01-c	Daisy Main	6.6 3	Closed	No vehicle access	Closed	Bridges have been removed, area inaccessible.

02	Daisy Main2	1.7 8	Closed	No vehicle access	Closed	No public use
FUNCTION FSR 9282						
01	Function	3.2 2	Wilderness	No vehicle access	Wilderness	Very low recreation use as Flank Trail South into Callaghan. Potential future use by CCF.
NINETEEN MILE CREEK FSR 9284						
01-a	Nineteen Mile	0.8 5	Maintained	Restricted by RMOW gate	Wilderness	Retain FSR designation through access easement over private land
01-b	Nineteen Mile	4.8 0	Closed	No vehicle access	Closed	
02	Nineteen Mile 2	3.8 5	Maintained	Restricted by RMOW gate	Transfer to CCF Tenured Road Maintained	RMOW maintained as Flank Trail public recreation area, restricted non-motorised use.
BREW CREEK FSR 10490						
01-a	Brew Creek	0.8 0	Maintained	All vehicle access	Whistler RV Maintained	Paved segment through Whistler RV to remain FSR.
01-a	Brew Mainline	4.7 5	Maintained	All vehicle access	Transfer to CCF Tenured Road Maintained	Access to Brew Mountain Trail Head.
02	Brew Creek2	1.0 1	Maintained	All vehicle access	Wilderness	BC Hydro access to transmission line.

9.2 CCF Roads

9.2.1 *Maintained, Planned or Projected Tenured Roads*

These are the primary resource roads for forest management activities within the Cheakamus Community Forest. Roads authorized by either Road Permit R18649 or by Cutting Authority conditions. Standards for industrial use ensure that they are environmentally sound and robust enough to meet the demands of weather events and cycles. They also provide access to carry out pre-harvest field work and post-harvest stand management. Roads are inspected at least annually to ensure public use is safe and environmental integrity maintained. All roads will remain available to public use unless temporary access restrictions are needed due to fire risk, or public safety that cannot be readily rectified. Deactivation is implemented seasonally if required to maintain surface drainage pattern or stabilize new construction. The responsibility of maintaining these roads will reside to the CCF until such time as all drainage structures are removed and the road is put in a condition to protect the forest resources, at which time they can be deleted from the road permit. Short-term roads and harvesting access trails are generally not put under Road Permit, they are otherwise authorised under the Cutting Permit conditions and are deactivated as soon as all initial post management is completed.

9.2.2 *Access Gates and Barricades*

All gates or vehicle barricades must be approved by the District Manager, FLNRO in advance of establishment. These are generally used to temporarily restrict vehicle access for safety and/or security concerns. Gates require maintenance and are not the preferred method of controlling access on public land, especially a community forest. Rather the ability to deactivate roads is considered the best opportunity to manage unwanted access. The extent to which a road is deactivated is considered the most effective access management tool. Deactivation and the subsequent restrictions to access do not currently require advanced notice or authorisation on road permit roads. Deactivation does however require signage and assurance that they do not produce a safety hazard or risk.

Management Direction: The implementation of a Road Decision Matrix (Table 3) will determine the status and longevity of all roads and dictate the final level of deactivation. The forest manager will apply this matrix in the planning and deactivation program throughout the CCF. Consideration will be given to the costs of ongoing road maintenance.

9.3 Utility Roads

This category includes hydro, telecommunication and RMOW infrastructure access. Maintenance is done on an as needed basis; many are currently used as recreation trails or access to trailheads. Road standards are not in place and where originally constructed in the 1960-70 industrial logging period. Surfacing and sight lines are sufficient for the intended duration and scheduling of maintenance to the intended infrastructure.

Management Direction: These roads require confirmation of the legal authorization in place and those necessary to ensure maintenance responsibilities are defined. With additional enhancements they may form the basis of a primary interface fire suppression access or “fire road”. To act as a fire road they would require fuel reduction treatments adjacent, a series of permanent dedicated turn-arounds at intervals commensurate with ground suppression vehicles. In addition, these roads could

provide ground access to assist Whistler Search and Rescue. Most access is already restricted by RMOW controlled gates to prohibit unauthorised motorized use.

9.4 Trails

The inventory map depicts all forms of public and commercial recreation access. A “Double Track” trail describes primarily a non-status road but can also include constructed small machine-built trails. Commercial recreation operators charge a fee to their clients and use signed waivers absolving actions and outcomes of their use on these types of trail. Water management standards, surface conditions and sight lines are less important to the commercial operator’s client experience. There is no distinction made on the maps between public and commercial use of double track trails since public use is not restricted under the commercial operator non-exclusive tenure conditions.

The inventory map also includes the extensive Whistler mountain bike trail network which are depicted for planning and coordination. Some designated mountain bike trails are established along non-status resource roads. There is no distinction made on the inventory map to represent this overlap. In addition, the recent focus has been an expansion of dedicated alpine hiking trails, specifically on Sproatt Mountain.

The spatial location, access points and staging areas for trails in relation to roads are intended for coordinated planning and will direct future road management decisions. Staging areas (current or proposed) act as control points to restrict motorized travel and enforcement of intended use.

Management Direction: This plan, using the best available information identifies the current extent of motorized access within the CCF. Necessary upgrades and utilization of double track trails to facilitate forest management can lead to use conflict and when resolved will require consideration on timing, safety and level of deactivation. Trails designated and established under FRPA by RSTBC (Mountain Bike and Hiking) also create an expectation by the user group that as a recreation resource feature they cannot be impacted. Therefore all road modifications that affect an established trail will require authorization from both the Recreation Officer of Recreation Sites and Trails BC and FLNRORD under a road permit amendment. When resource use is completed the road can be 1) restored as a “trail” or 2) the trail be rerouted and 3) the level of deactivation negotiated with the identified trail user or stakeholder (such as WORCA, Commercial operator, BC Hydro, Utility or Recreation Sites and Trails BC.) If a road must persist under a CCF road permit due to its future industrial use, the commercial operator or recreation user group will be obliged to enter into a road use agreement and meet the standards specified in the **CCF Road Use Policy**.

10. Monitoring

This plan and the map(s) provide an opportunity to track over time the total amount of road used within the CCF. This is an important factor in future Timber Supply determinations as roads impact the total productive capacity of the forest. A change of road use may also indicate how the principles for sustainability are being met for this region. Additional metrics that can be used to track road management include:

- The expansion of traffic counters, and refinement in targeting the type and season of users;
- The total length (amount) of road under CCF permit would indicate if road obligations are stable, expanding or reduced;
- The amount of maintenance dollars spent to provide recreation access (commercial and public);
- The length of deactivated road implemented each year would provide an indicator on whether the total road inventory was increasing or decreasing.
- The access restrictions that are being applied and to whom it applies to.
- A record of the number and location of reported natural resource violations reported within the CCF would provide direct feedback on how well this road access plan protects mapped sensitive areas.

11. Recommendations and Actions

Road-based access planning and management is a dynamic ongoing process therefore periodic updates to inventory, authorizations and deactivation status are required. Through the preparation and stakeholder referral of this plan the following recommendation and actions have been identified. The table below outlines the task and assignments to ensure this plan progresses through periodic updates.

Table 4 Actions Items:

Reference	Item	Lead Proponent	Timeline	Status
5-1 Authorization	Stay apprised of developments in Natural Resource Road Act	CCF Management	ongoing	
5-2 Authorization	Enact a CCF road use policy and implement both industrial and commercial road use agreements for joint use roads within the CCF.	CCF Manager	June 2018, implement over 2018	Approved
5-3 Authorization	Convene annual stakeholder meetings to discuss access and road related planning issues, including referrals, authorizations, coordination on road use, maintenance and inspections and preventing negative impacts any new access may entail. Ensure a robust CCF referral system is known to all stakeholders well in advance of any applications for authorisations of all new roads and trails in the CCF. Engage community and stakeholders when considering increasing access to sensitive ecosystems and for non-preferred uses.	CCF Manager	Annually in late April	To be scheduled
6 -1 Planning	Consider access when making harvesting plans and check with stakeholders. Use the road management decision matrix to determine access management and standardize road management.	CCF Manager	Community Open Houses	Ongoing
6 -2 Planning	Participate in further discussions that provide strategic direction on zones for public and commercial motorized and non-motorized uses.	Province-First Nation Partners, RMOW-FWAC-CCF	2018+	Undetermined
8-1 Inventory	Conduct FSR rationalization project to delist, confirm or transfer maintenance obligations, or where access is not suitable schedule the closure of those FSRs.	FLNRORD & CCF Manager	July 2018	Underway
8-2 Inventory	Develop a comprehensive road ledger system to track all CCF Road Permit roads within the CCF Forest. This ledger will include reference numbers, local names, users, any maintenance agreements, status, annual maintenance and inspections. It will also show the priority of roads for maintenance.	CCF Manager	October 2018	Investigation of web-based application pending

8-3 Inventory	Review roads as shown on Map #1 for appropriate tenure status and for annual assignment of maintenance obligations.	CCF Manager	Annually	Ongoing
8-4 Inventory	Keep Map #2 up to date based on new provincial policies or new information known through stakeholder engagement.	CCF Manager	Annually	Ongoing
8-5 Inventory	Explore a comprehensive community engagement process to develop and confirm a list of community-based Recreation Features (Appendix 3 Map 3) within the CCF.	RMOW	2019+	Undetermined
8-6 Inventory	Identify a priority list of CCF Road Permit Roads for enhancement and additional investment to provide key recreation access.	CCF Manager; FWAC, RLAC. Trails Planning Group.	2019 when the CCF Global Road Permit amendment is in place.	Future planning
9-1 Monitoring	Collate data from and advise on locations of traffic census systems deployed by RSTBC, BC Parks, RMOW and FLNRORD to monitor use of key access points and recreation features. Track trends over time. Assess further monitoring needs. Use data to help prioritize road maintenance.	RSTBC in conjunction with BC Parks, FLNRO, and RMOW	2019+	Undetermined
9-2 Monitoring	Report out on: d. a) Total new road constructed annually; e. b) Total Km of maintained road in the CCF; f. c) Total cost of road maintenance; g. d) Km of road deactivated by year; h. e) Total number of management tools or features implemented to alter or restrict public access (barriers, signage, gates, bridge removal) new access management tools initiated, i. f) Notable events such as Inspections, storm damage assessments, projects undertaken, compliance issues	CCF Manager as part of CCF annual reporting.	Annually	Ongoing as part of CCF Monitoring and Annual Report
9-3 Monitoring	Provide updates on the application of the Road Decision Matrix and these actions; include updates on coordination efforts on road management and communicate those to the public via the CCF website, communications with FWAC, annual CCF open houses.	CCF Manager as part of meetings with FWAC and open houses	Bi-annually	Ongoing
9-3 Monitoring	Prorities identified by AMP are collected, tracked and reported	CCF Manager as part of meetings with FWAC and open houses	Annually	Ongoing
9-4 Monitoring	Review the Road based Access Management Plan and systems to see if it is meeting the intended goals and objectives as stated for the CCF.	CCF Manager	2020	Future

12. List of Plan Figures (1:35,000 MAPS)

FIGURE 1: CCF Road Inventory Map1/3

Link: http://www.cheakamuscommunityforest.com/wp-content/uploads/RBAMP_CCF_Road_Inventory_Map_FINAL-1.pdf

FIGURE 2: CCF Resource Constraints Map2/3

Link: http://www.cheakamuscommunityforest.com/wp-content/uploads/RBAMP_Resource_Constraints_Map_FINAL-1.pdf

FIGURE 3: CCF Access and Recreation Features Map 3/3

Link: http://www.cheakamuscommunityforest.com/wp-content/uploads/RBAMP_Access_Recreation_Map_FINAL-1.pdf

13. *Appendixes*

13.1 Appendix 1: Key References

There are numerous documents that reflect the values and principles of the Whistler, First Nations and stakeholders both in and around the Cheakamus Community Forest, many of which were developed with significant consultation. These documents that relate to access management were reviewed in developing the guiding principles.

BC Natural Resource Road Act

<https://www2.gov.bc.ca/gov/content/industry/natural-resource-use/resource-roads>

Forest and Wildlands Advisory Committee Access Management Direction 2016 –see Appendix 2

Lil'wat Land Use Plan Phase 1 (2006)

<https://lilwat.ca/wp-content/uploads/2015/03/LLUP-Phase-1-August-2006-FINAL.pdf>

Sea to Sky Coordinated Access Management Plan

https://www.for.gov.bc.ca/tasb/slrp/lrmp/surrey/s2s/docs/S2S_CAMP_Approved_May2009.pdf

Sea to Sky -Land and Resource Management Plan 2008

<https://www.for.gov.bc.ca/tasb/SLRP/plan79.html>

Whistler 2020 Plan

https://www.whistler.ca/sites/default/files/related/2007-06-whistler_2020_plan-second_edition.pdf

Whistler Interpretive Forest – Legal Objectives 1999

https://www.for.gov.bc.ca/dsq/interpForests/interpretive.htm#Whistler_Interpretive_Forest

Whistler Official Community Plan (draft 2013)

Whistler Recreation and Leisure Master Plan Detailed Recommendations 2015

https://www.whistler.ca/sites/default/files/related/lrmp_detailed_recommendations_final_0.pdf

Xay Temixw (Sacred Land) Squamish Land Use Plan (2005)

<http://www.squamish.net/about-us/our-land/xay-temixw-sacred-land-land-use-plan>

13.2 Appendix 2: Compendium of Access Direction from Other Plans

Sea to Sky -Land and Resource Management Plan 2008

This land use plan was developed under the guidance of the province with multiple stakeholders and separate government to government negotiations with the Squamish and Lil'wat First Nations.

- Valuing diverse range of appropriate resource uses, wildlife (moose, grizzly bears, mountain goat, wildland zones), public access, recreation, and safe drinking water supply
- Concern over need for maintenance, impacts of intensive or non-compatible recreation uses as well as lack of data for decision-making
- Direction to coordinate access requirements to ensure access while minimizing impacts; consider cumulative impacts; involve all stakeholders, consider seasonality
- Motorized recreation should be located in areas with lower biodiversity values; non-motorized recreation should be located in areas with higher biodiversity or wilderness values. Motorized activities should be avoided in fragile environments, including areas of with sensitive soils, riparian areas, wetlands, meadows and alpine areas

Whistler specific goals of the S2SLRMP

- To recognize and conserve the integrity of First Nations' cultural and heritage resources and values.
- To maintain high visual quality from Whistler and Blackcomb Mountains and other viewpoints along the Whistler Corridor.
- To maintain a diverse range of opportunities for high-quality backcountry recreational activities.
- To conserve ecosystem integrity and biological diversity, including the structure and functional characteristics of critical wildlife habitat, and rare and unique ecosystems.
- To maintain opportunities for economic activities where these are consistent with other objectives.

Coordinated Access Management Plan

This plan followed from the Sea to Sky Land & Resource Management Plan to address access issues, assist in decision-making and provide public information. It focused on motorized access at a high level.

- Four zones (1-all resource uses permitted; 2-wildlands; 3-conservancies; 4-parks)
- Access management must be implemented very carefully and concurrently with a public information program that explains the reasons for access controls.
- Access control is generally meant to restrict motorized access, not close an area to human access.
- In areas with year-round motorized access control, forestry and logging operations are permitted to be conducted beyond the access control point.
- The actual location of an access control point should be determined after consultation with relevant government agencies, First Nations and stakeholders.

- Some specific areas were mentioned for specific uses that fall in or near the CCF such as Brandywine and Daisy Lake but this plan does not outline guidance for all areas for all types of use.

Whistler 2020

This is Whistler's overarching sustainability plan. Descriptions of success were outlined for different themes of which key ones are shown here.

- **Natural Areas:** An ecologically functioning and viable network of natural areas is protected and, restored where gaps occur. Degradation of critical natural areas is avoided. Indigenous biodiversity is maintained. Backcountry areas are protected from overuse and degradation. Community members and visitors are educated about the natural environment and act as stewards. Natural systems guide management approaches.
- **Economic:** Whistler proactively seizes economic opportunities that are compatible with tourism, and effectively adapts to changing external conditions on a timely basis.
- **Visitor Experience:** A sustainable, comfortable carrying capacity of the resort, its amenities, and the surrounding natural environment is respected.
- **Energy:** Whistler's energy system is transitioning to use only renewable energy sources.
- **Recreation & Leisure:** All experiences reflect and appropriate balance between adventure, challenge and risk, and exists within the comfortable carrying capacity of the amenity. Residents and visitors of all ages and abilities enjoy activities year-round that encourage healthy living, inclusivity, learning, a sense of community, and nature. All stakeholders use a collaborative and comprehensive approach to developing amenities and offerings, and to resolving user conflicts. Recreation and leisure infrastructure and practices minimize the degradation of natural areas and are transitioning toward sustainable use of energy and materials.

RMOW Official Community Plan (2013 draft)

- Prioritize non-motorized and low-environmental-impact recreation and leisure activities over motorized activities.
- Continue to develop, maintain and protect a comprehensive network of non-motorized multi-use recreational trails.
- Encourage non-motorized recreation to promote the health and well-being of residents and visitors.
- Encourage commercial recreation and leisure operators to minimize the GHG emissions associated with their activities.
- Restrict human, industrial and commercial activities in the surface water supply zones identified in OCP.

Whistler Recreation and Leisure Master Plan 2015

- With partners develop a prioritized Forest Service Road and gate access strategy
- Values access to lakes and hiking trails

- Promotes non-motorized uses
- Ensure a balance between recreational demands and the natural environment
- Protect the experiential qualities of valued natural assets
- Need for signage

Whistler Interpretive Forest – Legal Objectives 1999

- “Forest recreation will be managed for non-motorized and rural recreation experiences. Seasonal two-wheel driver access on designated roads will be permitted. Opportunities for a wide variety of recreational activities will be available. Roads and day use facilities will be maintained.”

Xay Temixw (Sacred Land) Squamish Land Use Plan (2005)

Values and uses of the forest and wilderness of the Squamish traditional territory that community members care deeply about include:

- secluded places for traditional cultural practices (e.g., storing regalia, vision quests);
- wildlife and wildlife habitat, especially mountain goats, grizzly bears, and animals for food such as moose and deer;
- fish for fishing, and healthy rivers and streams;
- clean air, and clean water for drinking, for the ecosystem and for ritual bathing;
- resources from which Squamish members can earn a living, such as forestry and tourism; and, places to heal, recover and re-connect with the land.

There are priorities of repairing damage to the land, protecting heritage, traditional use, sacred and cultural sites; old growth forests and providing opportunities for hunting, fishing and resource gathering. Access management is noted. There are sensitive areas noted around Callaghan Lake and the Upper Soo River and Wild Spirit place that are to be managed to retain their wilderness attributes.

Lil’wat Land Use Plan Phase 1 (2006)

- Minimize wildlife, botanical resource and habitat disruption (fisheries, wildlife) and protect rare and endangered resources.
- Support recreation trails and infrastructure.
- Minimize use of motorised vehicles in alpine areas
- Manage access on the land to protect cultural resources-develop an access management policy for the traditional territory to ensure Lil’wat access to important cultural sites.
- Maintain forested land to sustain ecological and cultural values by ensuring logging roads are managed to limit environmental and cultural degradation.

CCF Draft Road Use Policy

- Gates will be used as a last resort.

- Road maintenance costs should be assigned equitably to all industrial and commercial recreation users.

Information on all new access is shared through a rigorous stakeholder engagement process.

Forest and Wildlands Committee (2016)

Whistler Access Management Planning Principles

The Goal and Principles are intended to guide and inform the RMOW, businesses, project proponents, organizations, and other governments and agencies with respect to access and access management within the boundaries of the RMOW, the Cheakamus Community Forest, and, upon occasion and depending on importance to the community, the broader area of interest in the Whistler Landscape Unit and potentially beyond.

It is recognized that in order for much of the access management planning that meets the RMOW's vision to be implemented, the RMOW and CCF will need to work in conjunction with other provincial government agencies (e.g. FLNRO District Manager and BC Parks) and First Nations.

Goal

"All forms of access are planned and managed in a coordinated manner to meet overall community interests so that a range of community values - environmental, First Nations cultural and spiritual, public safety, historic, and neighbourhood - are maintained while allowing appropriate levels of public and commercial recreation, and industrial use."

Principles

1. A range of community values are maintained and/or enhanced through access planning and management.

Desired outcomes:

- Appropriate access is designated/zoned, planned, constructed, maintained and monitored to the degree that the RMOW has jurisdiction and/or influence.
- Access planning respects sensitive areas and the intent of existing land designations including Wildlife Habitat Areas, Ungulate Winter Ranges, rare and endangered ecosystems, drinking water sources, ecosystem management areas, and First Nations cultural and spiritual areas.
- Strategic existing roads and trails are maintained and managed into the future to serve the public, commercial recreation and industrial uses.
- Unnecessary roads and trails are decommissioned to avoid safety, aesthetic, and environmental concerns.
- Habitat fragmentation, loss of greenspace and impacts on visual quality through the construction of wider linear corridors (e.g. roads, powerlines, etc.) are minimized.
- Unintended access consequences are avoided. (e.g. access being provided too close to areas where some or all forms of access are not desired – such as community water sources - are avoided)

- Unless part of an acknowledged access plan, new resource, commercial or infrastructure roads are temporary and suitable rehabilitation or decommissioning measures are employed.
- Best management practices are utilized during construction and maintenance, and resources such as terrain stability and ecosystem mapping are employed. (e.g. to avoid erosion and sedimentation and impacts to water quality and aquatic habitat)
- Management planning efforts should, to the extent possible, be designed to be able to capture, new, nascent and yet to be developed forms of access.

2. Consistency of access planning and management direction by the RMOW in keeping with Whistler 2020.

Desired outcomes:

- As Whistler 2020 is the community's highest level policy document, access planning and management reflects it.
 - Where there are multiple RMOW initiatives, departments, committees, etc. that intersect with issues of access planning and management, these should be coordinated and integrated with common purpose.
3. Access planning and management direction is consistent with providing visitors quality nature-based tourism experiences.

Desired outcomes:

- Visitor surveys consistently indicate the strong interest Whistler visitors have in nature-based tourism experiences. The quality and number of nature-based experiences available to visitors to Whistler can be improved with appropriate access measures.

4. Coordination for access planning and management with other levels of government and existing plans.

Desired outcomes:

- Planning for access management is compatible and consistent with other and higher level plans including the Sea to Sky LRMP, the amendable Sea to Sky Coordinated Access Management Plan, First Nations land use plans, and "backcountry recreation sharing accords".
- Synergies are maximized and conflicts are minimized.
- Whistler continues to provide input on access-related issues within and beyond its boundary.

4. Public access is safe and enjoyable.

Desired outcomes:

- As public access to Whistler's forests and wildlands is an important component of the resident and visitor nature-based experience, and as the spectrum of recreational opportunities potentially conflict among themselves or with commercial recreation and industrial activities, access planning should allow multiple forms of access where safe, desirable and compatible,

but must also recognize that not all activities and modes of transportation are appropriate or compatible at all times.

- To protect the natural environment, the recreation resource, and/or the resident and visitor nature-based experience, there may be situations where limits to the amount access may be desirable and/or required. This could include a range of tools including limits to the amount of access infrastructure, the number of users, the cumulative effect of multiple activities, new forms of access, etc.

5. Access planning and management are incorporated in the corporate plan.

Desired outcomes:

- Budget(s) are developed to plan, provide, maintain, decommission and monitor access infrastructure.
- Partnerships and contributions are sought to share access management costs.

6. Access-related information is widely available.

Desired outcomes:

- A GIS information system that inventories roads, trails and other forms of access and linear infrastructure is maintained and available to other governments, agencies, project proponents, and the public.
- Information on what access is permitted where and when - including the state of that access – is disseminated through a variety of means including online and signage and, where appropriate, be reflected in the OCP and bylaws.

13.3 Appendix 3: List of Recreation Resource Features

This is an initial list of recreation features geographically represented on **Map 3 CCF Access and Recreation Features** are to be considered when planning access and road management activities within the CCF.

Recreation Resource Features Inventory List

Version
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Category of Recreation Features	
1	Trail Staging / Trailhead –non-motorized
2	Public Recreation Trail (multi use)
3	Commercial Recreation Trail (multi use)
4	Viewpoints, Vantage Lookouts, or Day use excursion
5	Water Feature- River access, Lake, Pond, Stream or Wetland
6	Place of interest- First Nation Cultural, Forest or Geology

Mgt. Unit		Name	Description	Objective	Comment
Brew	1	Brew Mt Trailhead	Staging Point for historic hiking route can be accessed by Brew FSR, alternative is using Roe Creek access which designated by Rec-Trails BC	Direct alpine hiking route to mount brew, providing open semi forested route through subalpine	Winter route has fallen out of favour due to winter access in Roe Creek. Bridge is condemned and acting as a barricade. .
Brew	2	STS Trail	Planned connection opportunity to link Brandywine falls with Brew	Continuation of STS Trail Section	Projected only, would require use of short section of non-status roads in Brew Mgmt. Unit

			Creek Lodge, avoiding highway section		
Powder	3	ATV Loop	Linkage loop between CCF roads P01	Beginner option for Blackcomb Snowmobile clients	Zoned appropriately for commercial use and maintenance.
Powder	3	Brandywine Concentrator	ATV use on old roads and new linkages between Callaghan Paved and Brandywine FSR	Com Rec ATV trails system for clients.	Historic resource road and mine site used for commercial recreation tours.
Powder	2	Brandywine Connector	Multi use motorised trail connection between Whistler RV and Brandywine FSR	Link Whistler RV guests with dedicated winter motorised recreation area/trails	Rec Sites and Trails authorised public trail
Fee	1	Spring Parking Lot	Existing cleared area for spring public snowmobile use	Late season staging opportunity	Maintained by Powder Mountain Snowmobile Club
Fee	1	Brandywine Gate	Access restriction summer-parking and trailhead	Restrict late spring motorized activity beyond gate, allowing hiking access to Mt Fee and Brandywine meadows	Gate is maintained by Blackcomb Snowmobiles/Powder Mt Club and Rec Trails BC
Fee	1	Brandywine Meadows Trailhead	Trailhead and restriction of motorized access	Provide 4x4 access to subalpine and easy access to summer-late season alpine hiking	Rec Trails BC recent upgrade to staging points and limiting unwanted ATV access to sensitive alpine area.
Fee	3	White out loop	All season loop trail	Use of permanent skid trails in F03 to provide option for a winter safe area and viewpoint access	CCF future harvest opportunity 2030
Fee	4	North South Lookout	two prominent lookouts, to Whistler Mt and Daisy Lake	Permanent Viewpoint opportunity	Utilization currently unknown

Tusk	5	Petticoat Waterfall	Water feature	discrete water feature	Existing viewing platform in disrepair and not maintained.
Tusk	2	Cal-Cheak Fan	Hiking route to confluence on Daisy Lake	short walk down canyon edge off non-status road	Route is not flagged or established
Tusk	6	Reverence Tree	Example of very tall and large Douglas-Fir old growth forest	short walk utilizing historic trail	Route is not flagged or established
Tusk	5	Petticoat Lake	Small water body- fishing and bathing	Accessed by Daisy FSR	Brushed in road and closed beyond lake, enhanced rec site potential
Tusk	1	Climbing Wall Parking	Limited parking area pullout for hiking trail to beginner rock climb area	Retain parking area to access trail	No site location sign or notice onsite. Use not known
Callaghan	5,6	Mirror, Metal Dome and Powder Lakes	Small water body on forested upper ridge, scenic mountain views from natural openings.	Low gradient loop picnic opportunity in a wilderness setting at moderate elevation.	No trails established, access from Branch E5, remote moderate hiking potential area
Callaghan	5,6	Lower Ponds	open waterbodies and unique forest vegetation	Winter Nordic skiing	FN cultural gathering area, options for ski tour linkages
Callaghan	6	Chamaecyparis Grove	easy access to very large, ancient Yellow Cedars	All season	no route defined, access from Callaghan West Mainline
Callaghan	1	Kayak Put in Parking	Parking and staging for Kayak drop	Summer Parking area required	Determine if trail is necessary, no signage.
Callaghan	6	The White Pine	Large White Pine on dry ridge	Large rare tree in easy access and parking area	Summer parking area, route investigation needed. Option for short excursion from paved road.
Callaghan	5	Madeley-Callahan Confluence	Confluence and picnic spot	Summer picnic area accessed from Com Rec Trail	Scoping required, short excursion opportunity from paved road utilising Commercial Recreation Trails.

Callaghan	5, 1	Callaghan Lake	Provincial Park, camping and day use staging	High use summer recreation area	Maintained camping area BC Parks
Callaghan	4,5, 6	Alexander Falls	Rec Site - parking and all season viewing platform.	Designated Rec Site	Facilities, geological interpretation
Rainbow	1	Sproatt Alpine Staging Area	Parking and staging to access Sproatt, Skywalk	Access to subalpine	Access is being maintained by Can Wild Adv as part of its summer and winter tour program
Rainbow	5	Settling Ponds	Small lake feature	Picnic spot with views accessible by all-wheel drive.	mine feature, panoramic landscape views
Rainbow	6	Fern Gully	Patch of large trees exhibiting transition between very wet and dry ecosystems	easy access from train wreck trail or from Hwy	Routing not defined
Cheakamus	6	Canyon Lands	Dry forested and bedrock fault line canyon area	access by Jane Lake road and Branch C10	Routing not defined
Cheakamus	5,6	Cheakamus Waterfall	plunge pool and waterfall feature	low impact recreation picnic and fishing area	First Nation Cultural significance. Expansion of use anticipated with Cheakamus Crossing development expansion
Cheakamus	5	Crater Lake	Small lake -swimming and picnic	Retain serene adult swimming opportunity and day use excursion area	Not currently a designated recreation site. No current access trail. Recommend retaining a walk in characteristic and low impact serenity day use option.
Cheakamus	5	Jane Lake	Medium Lake- rock ledge jumping, swimming and fishing	access by Jane Lake Forestry Road	Restrict walk in only from old landing; do not drive to lake shore. Not currently a designated recreation area
Cheakamus	5	Jake Lake	Small lake, fishing and picnicking	access by non-motorised trail	Fragile lakeshore and littoral zone.

Cheakamus	1,6	Basalt Creek Staging area	Summer hiking staging from accessible area	Increase summer hiking options to Jake and Black Tusk by opening up lower gate and restricting access beyond Basalt Creek Bridge or nearby.	Referral to BC Parks required.
Cheakamus	1	Jake Lake Trailhead Parking	Area required to organize parking of vehicles	Required if increase public utilization of lake features and trail system.	Limited capacity, currently 2 car maximum
Cheakamus	6	Cultural Cedar Grove	Area for First Nation Cultural Tree Interpretation and examples	Option to continue river side trail	Refer to 2014 assessment, trail and interpretation site area
Cheakamus	1	Cheakamus Lake Trail Staging Area	Park access trail	high use public recreation and park access	Fire Reduction Plan required
Cheakamus	1, 2	Bouldering Route and parking Area	Advanced hiking area to access talus slope and cliffs area	bouldering and viewing route	early spring recreation opportunity. No routing in place.
Cheakamus	4	Cheakamus Crossing View	Existing viewpoint	high use lookout	gated by RMOW
Interface	5	One Duck Lake	Small lake feature, swimming and picnic	expand access to water for swimming	establish perimeter trail to reduce human degradation
Showh	1	Gargamel Trail Head	Parking area for downhill shuttle to Gargamel decent	Not sanctioned	No plan in place.
Showh	1	Screaming Cat Lake Trailhead	Staging area for hiking route	Hiking route to Screaming Cat Lake is non-motorized.	Access to staging point is part of TAG summer off road tours and winter snowmobiling route.

Showh	1	Ancient Cedars Trail Head Lower	Parking and staging	2wd option for public vehicle staging	Opportunity for 20 cars
Showh	1	Ancient Cedars Trailhead Upper	Parking and Staging	4wd option to access Showh Lakes for fishing and hiking area	Limited capacity for day parking and very rough road
Showh	5	Showh Lake	Fishing, picnicking, swimming	4x4 and small boat put in	Small boat put in, not currently a maintained site.
Showh	5	Showh (Cougar Lake)	Fishing, picnicking, swimming	Walk in access only	Not currently maintained, trail maintenance needed
Showh	4	Soo Valley Lookout	Viewpoint over Soo Valley	Part of TAG tours	Limited public use due to TAG tours
Wedge	1,2	Wedgemount Lake Trailhead	BC Parks staging for accent trail	Parking and Trailhead start to access provincial park.	Rec Site and Trail BC feature to manage access into BC Parks.

13.4 Appendix 4: CCF Stakeholder List

The intent is to have ongoing dialogue with stakeholders on issues relating to access management and the road and trail network in the CCF tenure. The following is a list of the potential stakeholders to these discussions.

Organisation or Entity
Alpine Club of Canada – Whistler Section
Association of Whistler Area Residents for Environment (AWARE)
BC Conservation Officer – Whistler Area
BC Hydro – Roads and Infrastructure Access
BC Parks South Coast Region-Ministry of Environment Squamish / Whistler Area Supervisor
Blackcomb Snowmobiles / Whistler ATV
Canadian Wilderness Adventures
Compliance and Enforcement Division
Coastal Mountain Excavations
Eco flow Energy Group
FLNRORD – Sea to Sky District Engineering Department – Engineering Officer
FLNRORD-Sea to Sky District Land and Resource Specialist
Huckleberry Stone Ltd
Lil'wat Nation -Land and Resource Department
MOTI-Aggregates and Pits – Area Manager
Recreation Sites and Trails BC – South Coast Region
Resort Municipality of Whistler Visitor Experience-Trails Manager
Resort Municipality of Whistler Public Safety-Fire Chief
Resort Municipality of Whistler Utilities Manager
Squamish-Lillooet Regional District
Squamish Nation
The Adventure Group (TAG)
TELUS Mobility Network
Whistler Aggregates Ltd
Wedgemount Power Inc. (receiver)
Whistler Bungee
Whistler RV Park
Whistler Olympic Park –General Manager
Whistler Paintball Adventures
Whistler Off Road Cycling Association –Trails Planning

13.5 Appendix 5: Forest and Range Practices Act – Forest Planning and Practices Regulation

This excerpt shows the standards to which CCF roads are required to be built. This information is useful in understanding what is needed to ensure roads do not wash out, slide or become a hazard to users and environment as well as to understand why there is liability associated with roads that are not built to standard or systematically maintained.

PART 5 Roads

Application of sections in this Part

71. Sections 72 to 78 and sections 82 to 84 apply only to persons authorized in respect of a road.

Roads and associated structures

72. A person who constructs or maintains a road must ensure that the road and the bridges, culverts, fords and other structures associated with the road are structurally sound and safe for use by industrial users.

[am. B.C.Reg. 580/2004.]

Design of bridges

73. A person who builds a bridge for the purpose of constructing or maintaining a road must ensure that the design and fabrication of the bridge

(a) meets or exceeds standards applicable to roads at the time the design or fabrication is done, in respect of

(i) bridge design, as established by the Canadian Standards Association, Canadian Highway Bridge Design Code, CAN/CSA-S6, and

(ii) soil properties, as they apply to bridge piers and abutments, as established by the Canadian Foundation of Engineering Manual, and

(b) takes into account the effect of logging trucks with unbalanced loads and off-centre driving.

[am. B.C.Reg. 580/2004.]

Peak flow

Anticipated period the bridge or culvert will remain	Peak flow return period on the site
For a bridge or culvert that will remain on site for up to 3 years	10 years
For a bridge that will remain on site from 3 to 15 years	50 years
For a bridge that will remain on site for over 15 years	100 years
For a culvert that will remain on site for over 3 years	100 years
For a bridge or culvert within a community watershed that will remain on site for over 3 years	100 years

74. (1.) A person who builds a bridge across a stream or installs a culvert in a stream for the purpose of constructing or maintaining a road must ensure that the bridge or culvert is designed to pass the highest peak flow of the stream that can reasonably be expected within the return periods specified below for the length of time it is anticipated the bridge or culvert will remain on the site:

(2.) A person may build a bridge that will not conform to the requirements of subsection (1) if

(a) the bridge will pass the flow that will occur during the period the bridge remains on the site,

(b) the construction of the bridge occurs during a period of low flow, and

(c) the bridge, or a component of the bridge that is vulnerable to damage by high flow, is removed before any period of high flow begins.

(3.) A person may install a culvert that will not conform to the requirements of subsection (1) if

(a) the installation is temporary and the person does not expect to subsequently install a replacement culvert at that location,

(b) the stream in which the culvert is being installed is not a fish stream,

(c) the culvert will pass the flow that will occur during the period the culvert remains on the site,

(d) the installation of the culvert occurs during a period of low flow, and

(e) the culvert is removed before any period of high flow begins.

Structural defects

75. A person who maintains a road must do one or more of the following if a structural defect or deficiency occurs on a bridge that is part of that road:

(a) correct the defect or deficiency to the extent necessary to protect

(i) industrial users of the bridge, and

(ii) downstream property, improvements or forest resources that could be affected if the bridge fails;

(b) close, remove or replace the bridge;

(c) restrict traffic loads to a safe level;

(d) place a sign, on each bridge approach, stating the maximum load capacity of the bridge.

[am. B.C.Reg. 580/2004; 102/2005.]

Culvert fabrication

76. A person who builds a culvert for the purpose of constructing or maintaining a road must fabricate all permanent culvert materials according to

- (a) culvert fabrication standards, as established by the Canadian Standards Association, Corrugated Steel Pipe Products, CSA G401 and Plastic Non-pressure Pipe Compendium, section B182.8 of the B1800 Series, that are applicable to roads at the time of the fabrication, or
- (b) standards that ensure at least the same strength and durability as the standards referred to in paragraph (a).

[am. B.C.Reg. 580/2004.]

Retaining information

77. (1.) A person who builds a bridge or major culvert for the purpose of constructing or maintaining a road must do all of the following:

- (a) prepare or obtain
 - (i) pile driving records,
 - (ii) for new materials used to build the bridge or major culvert, mill test certificates, in-plant steel fabrication drawings, and concrete test results,
 - (iii) soil compaction results, and
 - (iv) other relevant field and construction data;
- (b) prepare as-built drawings of the bridge or major culvert;
- (c) retain the information referred to in paragraphs (a) and (b) until the earlier of the date that
 - (i) the bridge or major culvert is removed, and
 - (ii) the person is no longer required to maintain the road.

(2.) Subject to subsection (3), a person responsible for maintaining a road must retain a copy of inspection records for a bridge or major culvert associated with the road for at least one year after the bridge or major culvert is removed from the site.

(3.) Unless the road has been deactivated, a person must submit to the district manager or the timber sales manager, as applicable, the documents, drawings and records described in subsections (1) and (2) in respect of a road if the person is no longer required to maintain the road because the district manager or timber sales manager

- (a) cancelled the road permit, road use permit or special use permit for the road, and
- (b) does not require the road to be deactivated.

Clearing widths

78. A person who constructs or maintains a road must ensure clearing widths are at least the minimum width necessary to accommodate the road, having regard to all of the following:

- (a) the safety of industrial users;

- (b) the topography of the area;
- (c) the drainage of water in the area;
- (d) the stability of terrain in the area;
- (e) operational requirements, including
 - (i) the placement of pits, quarries, landings or waste areas,
 - (ii) the storage of bridge or culvert material,
 - (iii) the amount of area required to operate equipment within the clearing width, including equipment turnaround sites,
 - (iv) snow removal, and
 - (v) fencing and other ancillary structures.

[am. B.C.Reg. 580/2004.]

Road maintenance

79. (1.) A person may maintain a road only if authorized or required to do so under the Act or this regulation.

(2.) A person who is authorized in respect of a road must maintain the road, including bridges, culverts, fords and other structures associated with the road, until

- (a) the road is deactivated,
- (b) the district manager notifies the person that the road should not be deactivated due to use or potential use of the road by others,
- (c) a road permit or special use permit for the road is issued to another person, or
- (d) the road is declared a forest service road under the *Forest Act*.

(3.) Subject to subsection (4), the government must maintain a forest service road, including bridges, culverts, fords and other structures associated with the road, until the road is deactivated.

(4.) The district manager may order the holder of a road use permit that authorizes the use of a forest service road to assume all or part of the responsibility to maintain the road, including bridges, culverts, fords and other structures associated with the road.

(5.) *Repealed*. [B.C. Reg. 580/2004]

(6.) A person required to maintain a road must ensure all of the following:

- (a) the structural integrity of the road prism and clearing width are protected;
- (b) the drainage systems of the road are functional;
- (c) the road can be used safely by industrial users.

(7.) A holder of a road use permit required to maintain a forest service road under subsection (4), on giving the district manager at least 30 days' notice, may do one or more of the following in respect of the forest service road:

- (a) build a bridge;
- (b) install a major culvert;
- (c) install a culvert in a fish stream.

(8.) Within 30 days of receiving a notice referred to in subsection (7), the district manager may impose requirements respecting a bridge or culvert referred to in that subsection, and the holder of the road use permit must comply with those requirements.

(9.) If the district manager does not impose requirements under subsection (8), the holder of the road use permit may proceed in accordance with the notice given under subsection (7).

[am. B.C.Reg. 580/2004.]

Exemptions from section 22.1 of the Act

79.1 (1.) In this section, "**minor salvage operation**" means harvesting of

(a) timber that

(i) is dead, infested with pests or otherwise damaged or that is required to be harvested to facilitate the removal of the dead, infested or damaged timber, or

(ii) is required as part of a sanitations treatment, and is of a total volume not exceeding 2 000 m³, excluding the volume harvested from any road clearing width, if the road is required to facilitate the removal of timber referred to in subparagraph (i) or (ii), or

(2.) Subject to subsection (3), section 22.1 (1) of the Act does not apply to a person using a road on Crown land for a minor salvage operation if the person does not carry out in a stream, or on, in or near a stream bank, any maintenance of the road other than to the road surface.

(3.) However, section 22.1 (1) of the Act applies to a person using a road as described in subsection (2) if the minister notifies the person that the minister believes that the use of the road will

- (a) materially affect the use of the road by others, or
- (b) adversely impact forest resources.

(4.) A person using a road as described in subsection (2) must give to any holders of timber sale licences that do not provide for cutting permits, of road permits, of road use permits, of special use permits, or of cutting permits, at least 5 days' notice before the date on which the person will

- (a) begin use of the road, or
- (b) re-start use of the road after an inactive period of 3 months or more.

(5.) A person using a road as described in subsection (2), if the road is not subject to a road permit, road use permit, special use permit, cutting permit or timber sale licence that does not provide for cutting permits, must

(a) maintain the road, while using it for the minor salvage operation, in accordance

Exemption from requirement to give notice of use

80.1 (1.) For the purpose of section 22.1 (7) (b) (ii) of the Act, a person who intends to use a forest service road under section 22.1 (1) (d) or (e) or (2) (d) or (e) of the Act must first give to the person who is required to maintain the forest service road 5 clear days' notice of the date on which the person will begin using the road. (2.) A person who gives notice under subsection (1) is exempt from the requirement under section 22.1 (7) (b) (i) of the Act to also give notice to the minister.

[en. B.C.Reg. 580/2004.]

Wilderness roads

81. Despite section 22.2 [*non-industrial use of a road*] of the Act and section 79 [*road maintenance*], if a forest service road, or a road authorized under a road permit, a cutting permit, a timber sale licence that does not provide for cutting permits, a special use permit or a woodlot licence is not being used by industrial users, (a) section 79 (6) (a) and (b) apply to that road only to the extent necessary to ensure there is no material adverse effect on a forest resource, and (b) section 79 (6) (c) does not apply to that road.

Road deactivation

82. (1.) A person who deactivates a road must do the following:

(a) barricade the road surface width in a clearly visible manner to prevent access by motor vehicles, other than all-terrain vehicles;

(b) remove bridge and log culvert superstructures and stream pipe culverts;

(c) remove bridge and log culvert substructures, if the failure of these substructures would have a material adverse effect on downstream property, improvements or forest resources;

(d) stabilize the road prism or the clearing width of the road if the stabilization is necessary to reduce the likelihood of a material adverse effect in relation to one or more of the subjects listed in section 149 (1) of the Act.

(2.) A person may submit to the district manager, in writing, a request for an exemption from the requirements of subsection (1) if

(a) the person has not begun deactivating the road, and

(b) the road does not contain any bridges or major culverts.

(3.) The minister, in a notice given to a person who submits a request under subsection (2), may exempt the person if the minister is satisfied that the effectiveness of the works described in subsection (1) will not be negatively impacted by motor vehicle use.

(4.) If a road deactivated under this section is a road that was used under the authority of a road permit associated with, or a cutting permit issued under, a tree farm licence, the holder of the tree farm licence must maintain the stability of each part of the road that was deactivated.

[am. B.C.Reg. 580/2004.]

Hazard warning

83. At all times while a road is being deactivated, a person must have a sign posted that warns users of the deactivation.

[en. B.C.Reg. 580/2004.]

Notice – road in community watershed

84. At least 48 hours before commencement of road construction or deactivation in a community watershed, a person must notify affected water licensees or affected water purveyors. [en. B.C.Reg. 580/2004.]