

# Cheakamus Community Forest 2021 Annual Operating Plan Presentation

Prepared by Simon Murray, RFT

Forestry Manager

February 2021



# Organization Update

## CCF Society Board of Directors:

Jeff Fisher-chair  
Kerry Mehaffey  
Lucinda Phillips  
John Grills  
Arthur DeJong

Squamish Nation  
Lil'wat Nation  
Lil'wat Nation  
RMOW Councilor  
RMOW Councilor

## CCF Administration:

Heather Beresford  
Simon Murray

Administrator  
Forestry Manager



# 2021 Annual Plan Map

## Changes from previous versions:

- Integration of retention harvesting and fuel reduction projects
- Time frame is a 3 to 5 year planning horizon
- Projects are now shown as either engineered or proposed (vs projected)
- Integration and efficiency using LandPlanner GIS platform

## Deficiencies noted due to scale:

Forest age class theme vs protected areas

Details and proximity of recreation trails

Compartment reference vs Opening or Treatment Unit

## Management themes:

Road management updates

Interface and Infrastructure Fuel Program additions

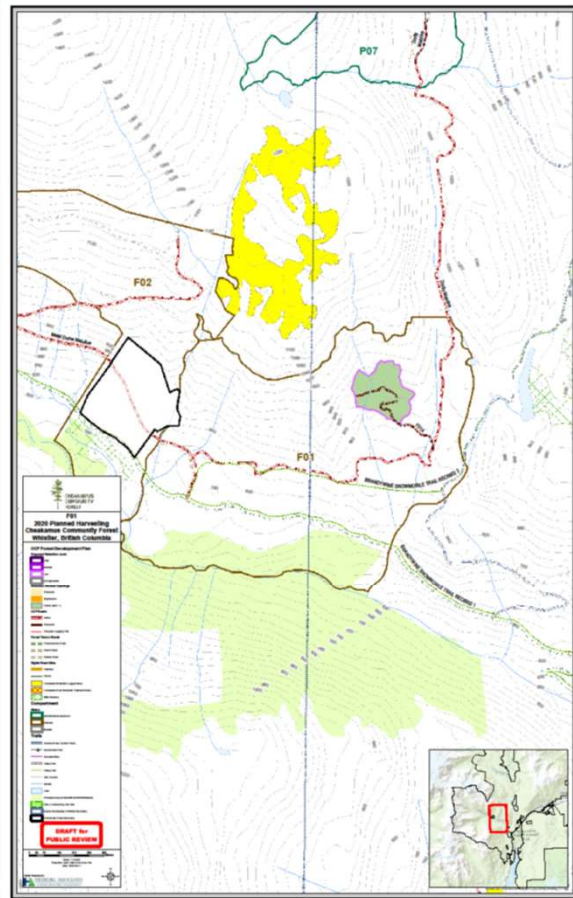
Retention Levels assigned when determined.





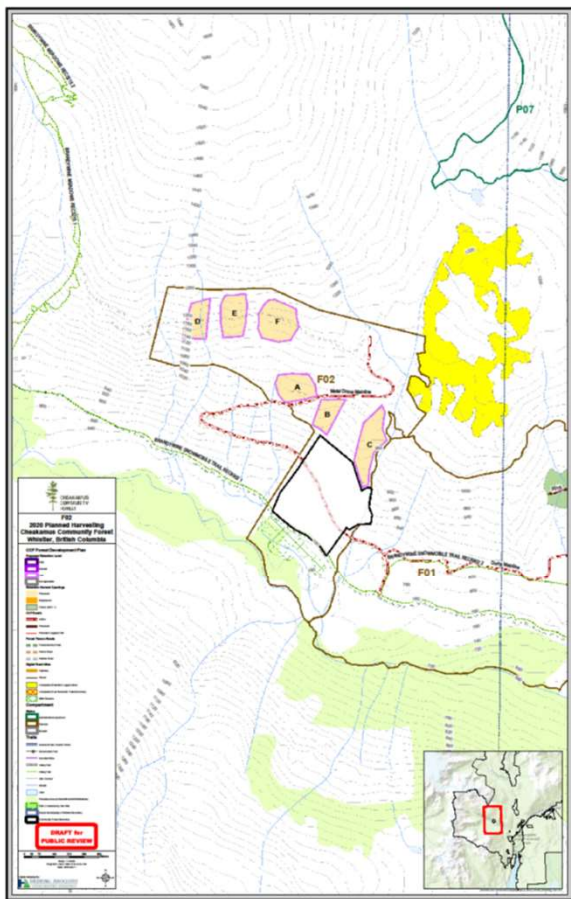


# 2021 Retention Harvesting Proposal – Fee 01- Brandywine Creek



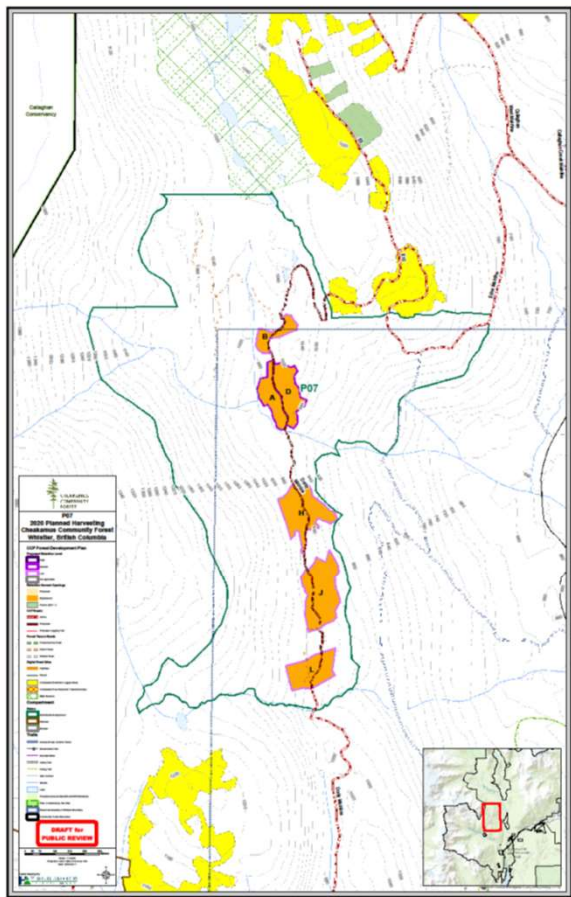
- F01 is a 4.6 ha opening with planned low retention. It is currently deferred due to high development costs.
- This is an old forest type and special attention will be given to retaining large diameter yellow cedars.
- Assigned to Lilwat Forestry Ventures LP.
- There are no constraints in this area.
- It will require a temporary road system or a skidder trail to the mainline.
- Additional volumes are required to offset development costs to access compartment P07.

# 2021 Retention Harvesting Proposal – Fee 02 - Brandywine Creek



- 7 small openings of 1.5 to 2.5 hectares in size with moderate to low retention.
- This is an old forest type. The retention strategy will focus on retaining large diameter yellow cedar.
- Logging will need to use cable yarding techniques due to steep terrain.
- Upgrades of old existing road will provide much needed improvements to the Metal Dome mainline and public access to the alpine area of Brandywine Meadows.
- This road upgrade will be in co-operation with the commercial recreation tenure holder.

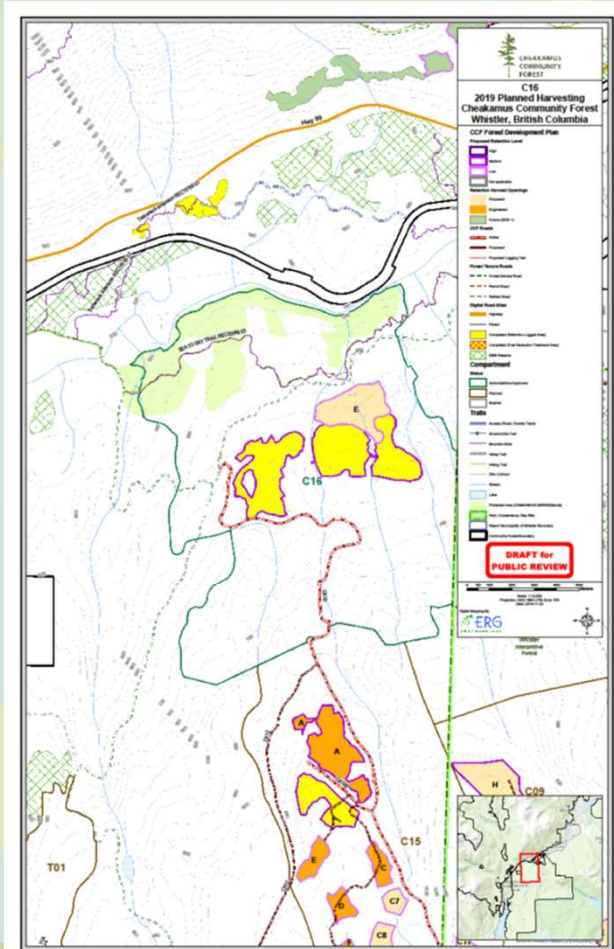
# 2021 Retention Harvesting Proposal – Powder 07 - Callaghan Creek



- P07 has been re-engineered into a series of 6 openings with low retention in groups and individual trees.
- This is an old forest type. Tree retention will focus on large diameter yellow cedar.
- Recent upgrade to the Dority mainline by the mining tenure holder makes access from the south the more logical option.
- The commercial recreation tenure holder indicates a desire to obtain a higher elevation, north aspect trail option for their winter operations.
- Assigned to Squamish Forestry LP.

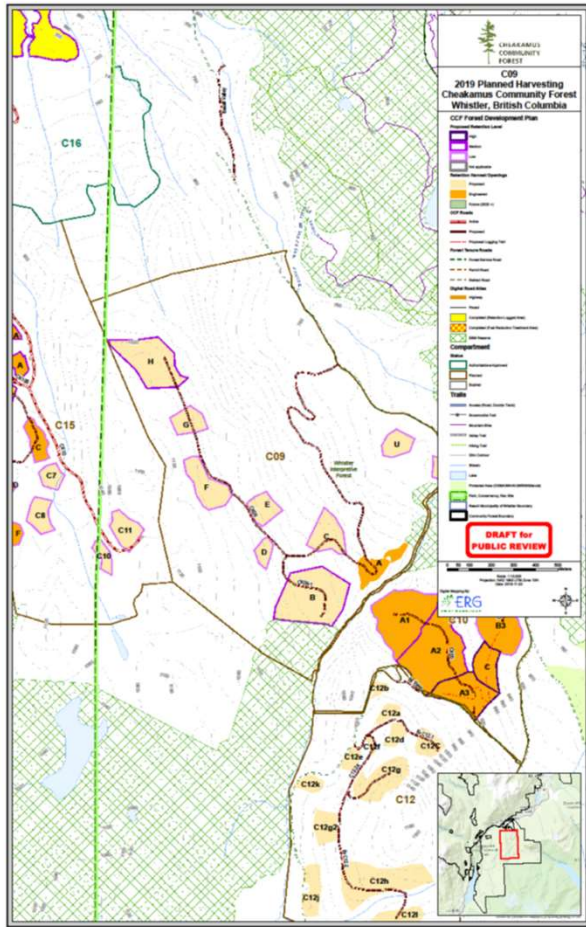


# 2021 Retention Harvesting Proposal – Cheak-16 – Basalt Valley



- Opening E is a harvest unit with moderate retention.
- Assigned to Squamish Forestry LP
- This proposal is within the fuel modification area but is not currently a priority area.
- This area is in a strategic location south of Cheakamus Crossing that ties into the linear fuel break created by the BC Hydro right of way.

# 2021 Retention Harvesting Proposal – Cheak-09 – Basalt Valley

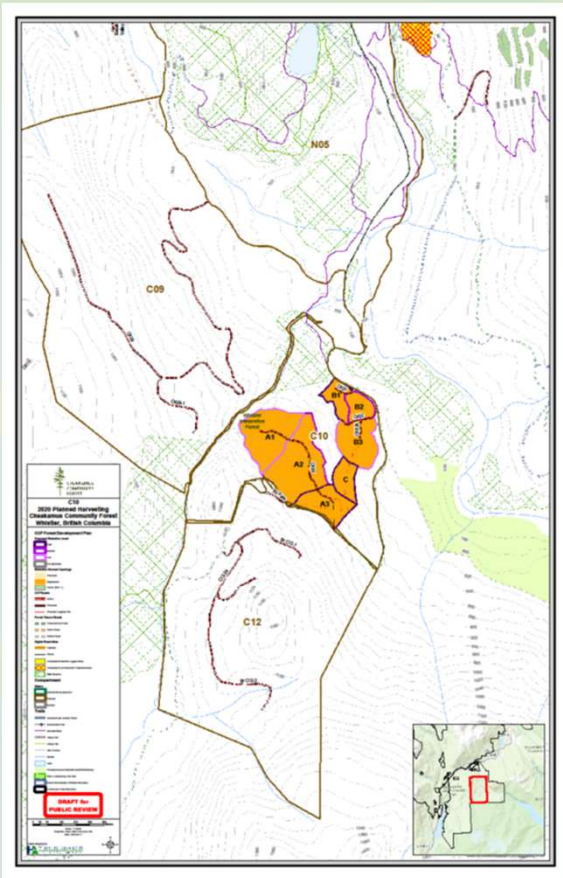


- This is a series of small 0.5 to 1.5 hectare openings with low and moderate retention.
- Assigned to Li'wat Forestry Ventures LP.
- This proposal is designed to recover some of the development costs associated with connecting the Whistler Quarry road into the Basalt Valley.
- This development will need to incorporate visual design so it meets the visual quality objective of partial retention as viewed from the peak of Whistler Mountain.





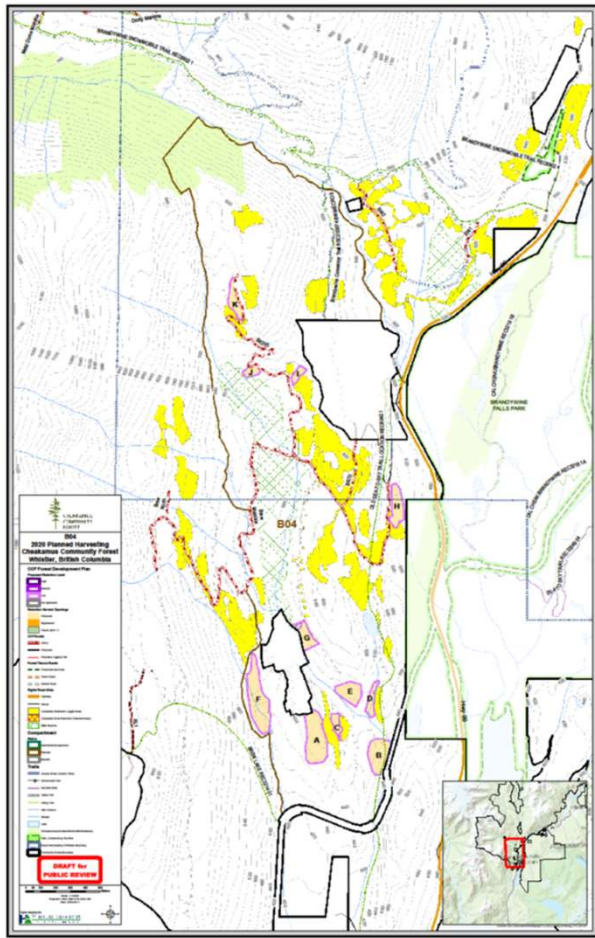
# 2021 Retention Harvesting Proposal – Cheak-10– Basalt Valley



- Located in the Whistler Interpretive Forest, this proposal is a variable density tree retention trial over 25 hectares. This will demonstrate low, moderate and high levels of tree retention.
- This project is not currently assigned to either of the First Nation operating partners.
- This proposal is designed to recover some of the development costs associated with connecting the Whistler Quarry road onto the Basalt Valley.
- This development will be visible from the peak of Whistler Mountain so it will need to have special design features to meet the visual quality requirements.



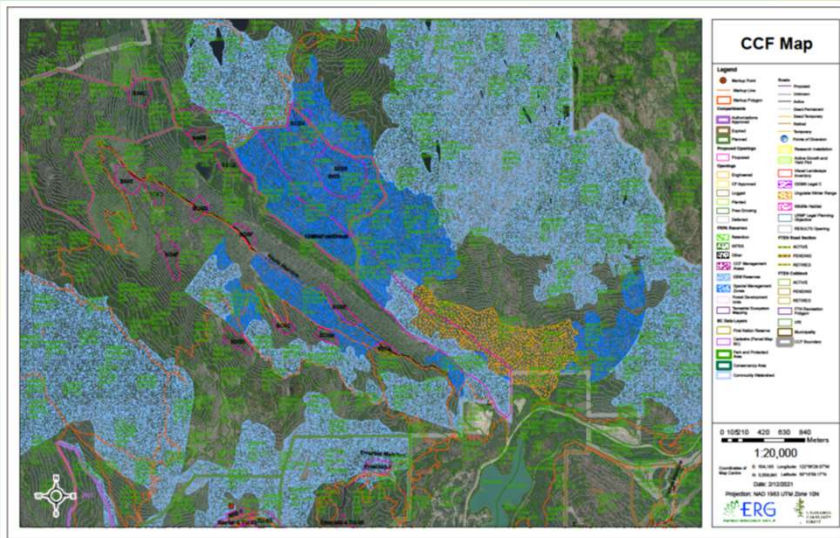
# 2021 Retention Harvesting Proposal – Brew-04– Brew Creek



- This is a new planning area that will develop timber adjacent to previous harvesting units in the Brew Creek area.
- This project is assigned to Sqomish Forestry LP.
- Engineering of the harvest boundaries and access roads will commence in the spring.
- This area is located in the Brew creek community watershed which requires additional buffers around riparian features.

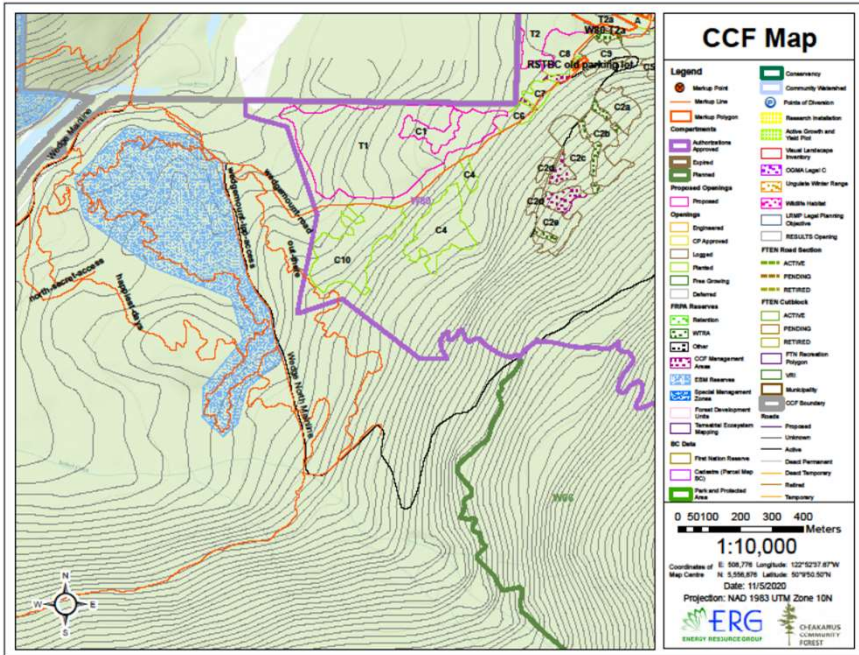


# 2021 Retention Harvesting Proposal – 16 Mile Creek



- This is a new planning area that will attempt to develop higher elevation timber stands adjacent to old harvesting.
- This project is not currently assigned to either of the First Nation operating partners.
- Engineering will commence in the spring of 2021.
- This will provide an opportunity to improve public road access to the Ancient Cedars recreation trails.
- The road network in the 16 Mile valley is shared with the commercial recreation tenure holder. This will be an opportunity for a collaboration to improve the roads in this valley.

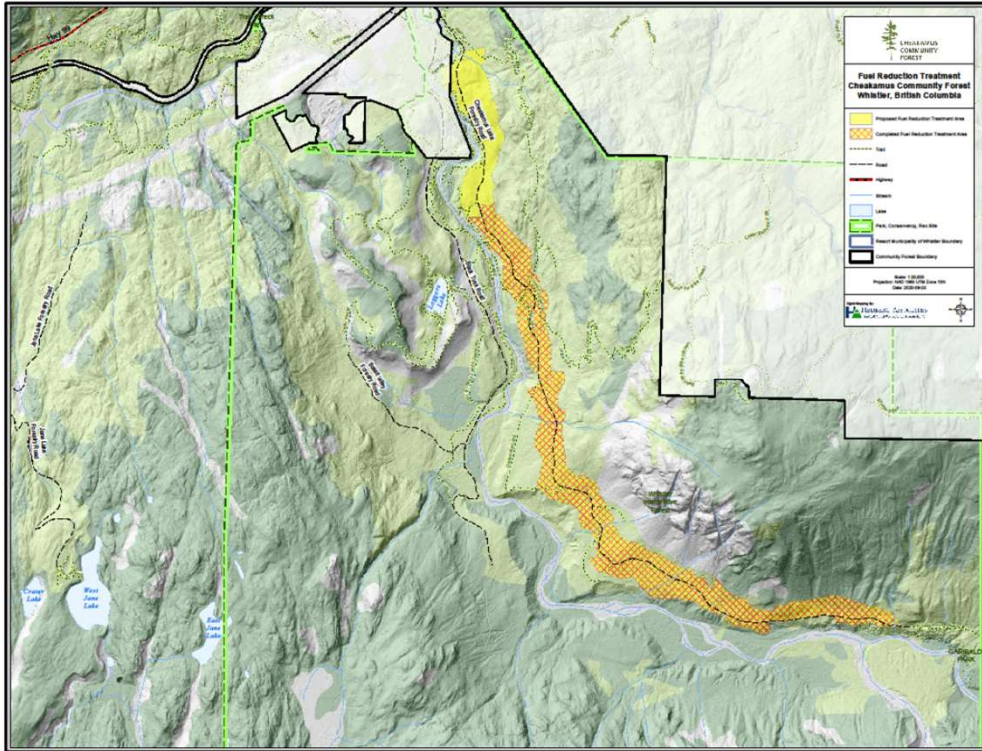
# 2021 Retention Harvesting Proposal – Wedge-W09– Wedgemount Creek



- This is a new planning area that will develop second-growth Douglas Fir plantation through a combination of moderate retention and fuel reduction strategies.
- This project is not currently assigned to either of the First Nation operating partners.
- Engineering will commence in the spring of 2021.
- This project will be complicated by the presence of numerous high use mountain biking trails.
- The planning and implementation will be further complicated because this is a Northern Spotted Owl Management area and at least 40 of the largest 80 trees per hectare will be retained.



# 2021 Fuel Treatment Update –Linear Fuel Break C02- Cheakamus River



The final phase of this multi-year project is nearing completion. C02 is 15.3 ha. of mechanical thinning expected to recover 2,500m<sup>3</sup> of merchantable timber.

Roadside debris was sent to RMOW solid waste composter.

The project is assigned to Lil'wat Forestry Ventures.

This fuel break has been successful at achieving the fuel reduction targets, generating log revenues and providing local employment.

Thanks to the Forest Enhancement Society of BC and the RMOW for the generous funding.



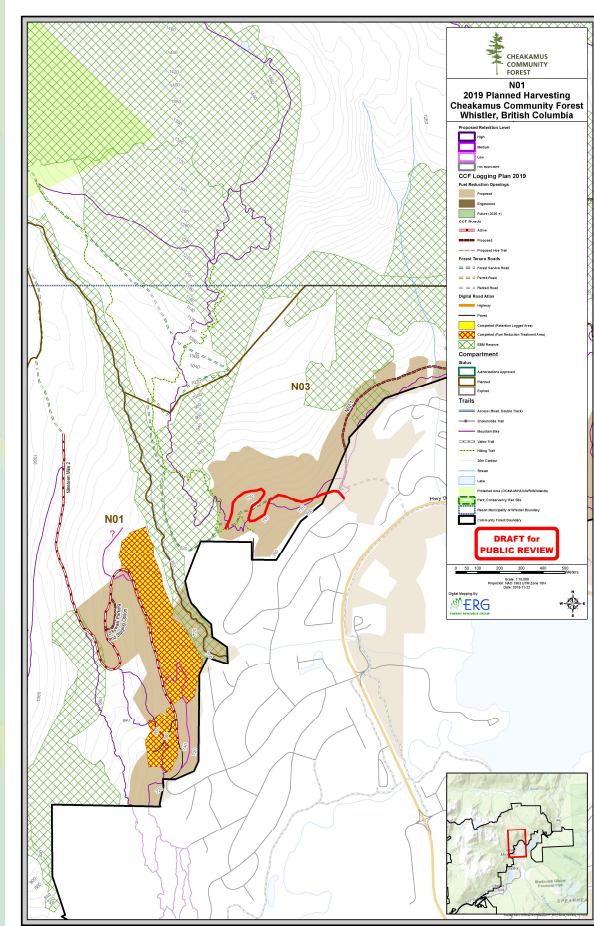
# Fuel Treatment Proposal –Landscape Level Linear Fuel Break -16Mile Creek



1. This is a landscape level, linear fuel break that has been identified as a key strategic component of the ongoing Whistler Community Wildfire Protection Plan.
2. The Whistler Valley does not currently have a landscape level fuel break to protect from wildfire from the north.
3. Completion of this fuel break would be a multi-year project requiring outside funding, (Provincial, Municipal, Community Forest Association).
4. Log revenues are not expected to be significant as much of this forest type is juvenile.
5. Significant impacts include minor disruptions to the commercial recreation tenure holder in the 16mile valley.
6. RMOW has committed to funding a prescription to be conducted in 2021 by BA Blackwell & Associates



# Fuel Treatment Proposal –N04- Rainbow-Emerald



## COMMENTS:

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

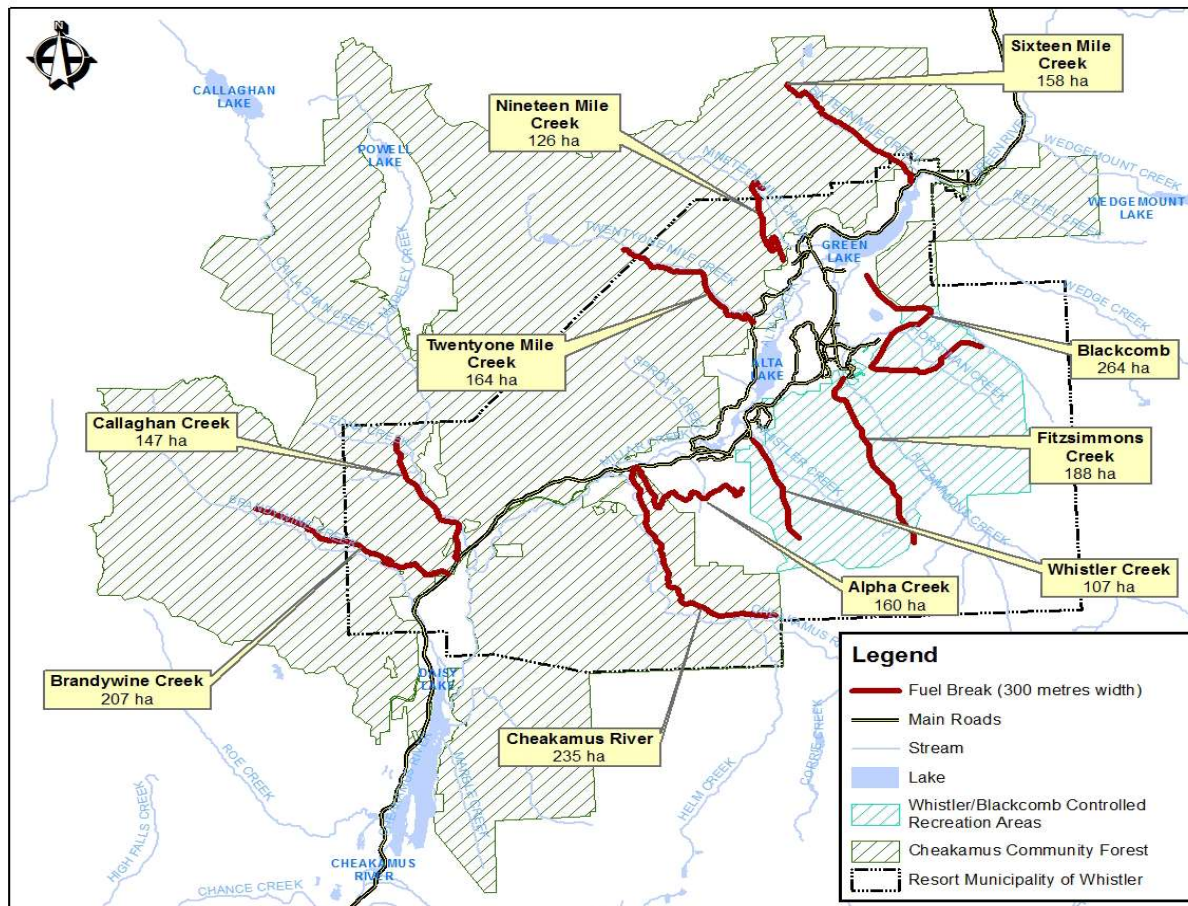




Source: Strategic Wildfire Implementation Plan – Blackwell 2017

# Landscapes vs Interface vs Infrastructure

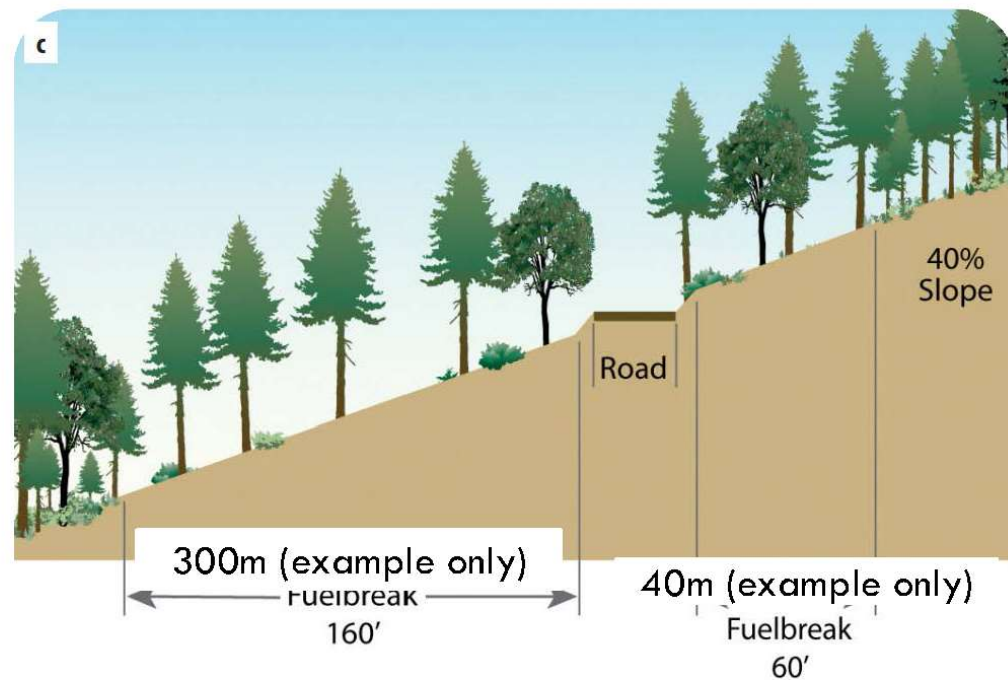
## Fuel Reduction or Fuel Breaks or Fuel Modification



# Fuel Break

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

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





# Basalt Valley Reconnection Update

## Rationale:

Create a dedicated industrial access route into the Basalt Valley to accommodate the Cheakamus Crossing Phase II housing development.

## Project Details:

Commencing from the Whistler Aggregates Quarry a total of 535m of new road is needed to connect two existing roads. Total route length is 2.165km.

## Benefits:

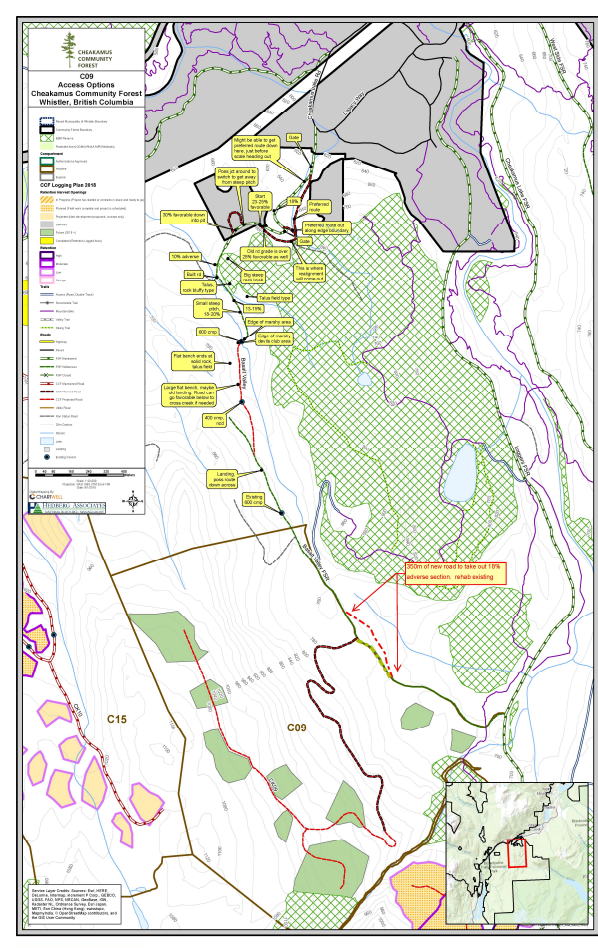
- Maximize footprint for Phase II and permits consideration of Jane Lake/Quarry Road for all future industrial access.
- Option to eliminate motorised recreation to Loggers Lake-and cardiac hill maintenance issues.
- Removes two sided road impacts from Cheakamus River
- Reduces conflict to existing neighborhoods and eliminates future periodic road restrictions and Riverside Trail closures.
- Turns Logger Lake road from maintained to a wilderness road-trail needed only for BCHydro transmission line vegetation management.
- Improved wildfire suppression access.

## Concerns:

- Loggers Lake road would still exist on the landscape.
- Cost of re-routing requires forest development.
- Change of use to Basalt Valley
- Fragmentation to the forest (needs consideration)
- Redundancy of road networks
- Potential for a public motorised recreation ban to all of the southern portion of the Whistler Interpretive Forest beyond the Loggers Lake Trailhead.



# Basalt Valley Reconnection Map



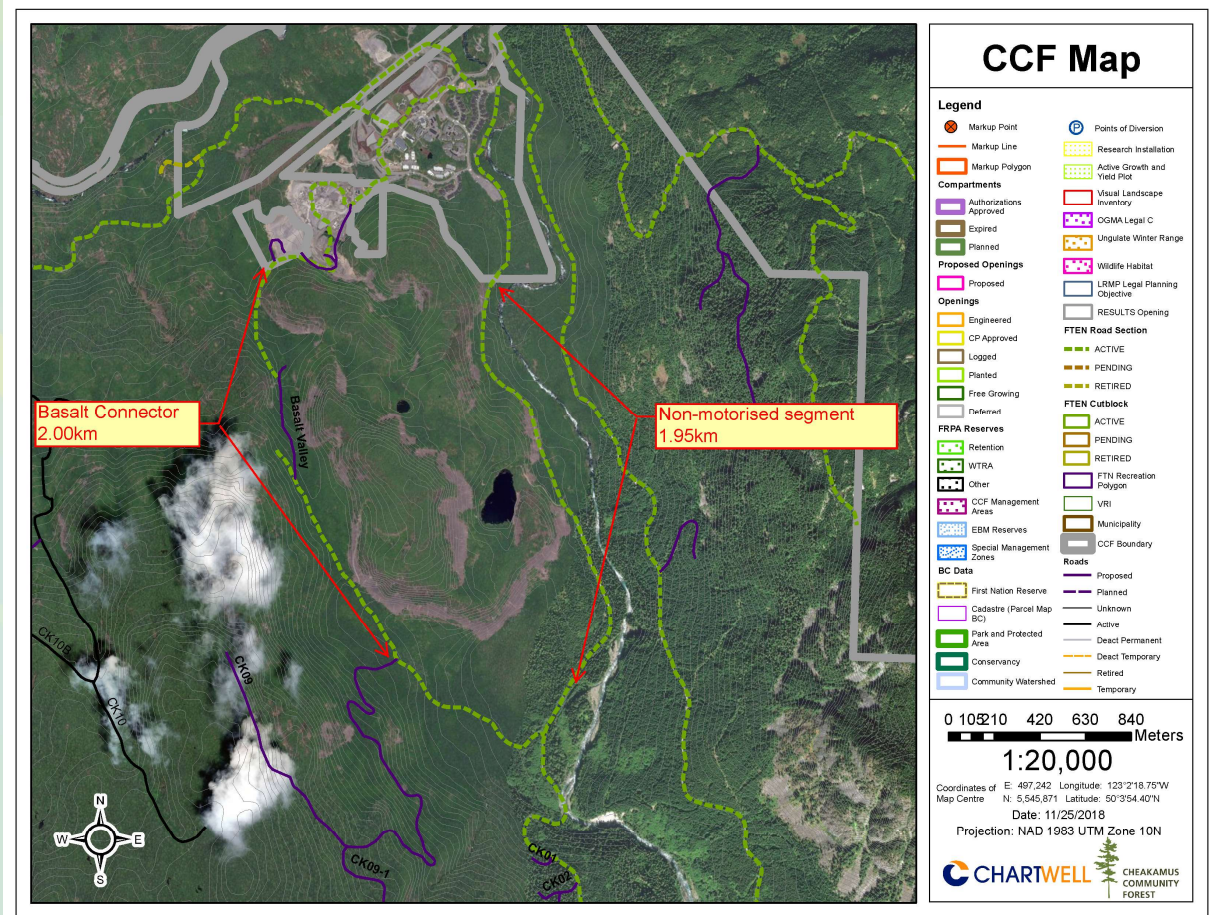
**Cost Estimate:** A total of \$71,500 would be needed to connect Basalt Valley to FRPA standards. An additional \$25,000 would improve the truck adverse by constructing a 350m bypass and deactivating the old segment.

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





# Basalt Valley-Logger Lake Road Overview





# Emerging Issues in our Forest



***Smoke Management***



***Jane and Crater Lake Access***

***Cedar Log Theft***





# Emerging Issues in our Forest



***Unauthorized trail construction***

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



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

Comments to any of these plans should be sent to [H.Beresford@whistler.ca](mailto:H.Beresford@whistler.ca) . For further information I can be reached at: 604-908-2234

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

