

Cheakamus Community Forest 2018 Development Plan Summary			Harvest Volume	Forest Cover		Planned Dev. Schedule			Compartment Considerations (Values, Constraints and Comments)
Compartment Area	Original Referral YEAR	Compartment Description	M3	Stand Type	Stand Age	Road Const.	Logging	Hauling	
2018 Planned Retention Logging and Road Projects									DENOTES NEW DEVELOPMENT PLANNING AREAS SINCE OCT.2016
Cheakamus-15 <i>C15A and B are 5.5 and 3.5 ha of moderate retention and may include a series of up to 12 small openings of 1-2 of low retention.</i>	2016	Access was regained in October 2017 and additional field work underway to finalize layout, and carry out First Nation cultural resource surveys.	6,350	H,B,F	>250	May	June	June- July	<ol style="list-style-type: none"> 1. Partial retention Visual Quality Objective when viewed from Highway #99 vantage points and from Whistler Peak. 2. Upgrade of old road and further forest development may provide an option for public access to the Jane Lake area. 3. Special Resource Management Zone – area is to be managed for Future Managed Habitat Area with specified retention objectives. 4. Option for access to WORCA ridge trail to the north.
Fee-01 <i>F01A is a 4.6 ha openings of low retention</i>	2017	Provides early operating area as part of the Dority Mainline road re-development and connection through towards Edna Creek	2,530	H,F,C	>250	Aug	Sept	Sept	<ol style="list-style-type: none"> 1. No constraints in this area. 2. Will require a temporary road system or consider skidder swing trail to mainline. 3. Additional volumes are required to offset Dority development in Compartment P07.
Powder-07 <i>P07 is in process of revision to create 3 openings of low or moderate retention of up to 6ha in size.</i>	2012	This development is no under revision and will be re-tooled as updated development costs to initially access this area have increased. Modifications will not meet the current Silviculture Strategy.	13,550	H,B,Yc	>250 >	July 2018	Aug- 2018	Aug- 2018	<ol style="list-style-type: none"> 1. Visual Management – regardless of revisions contemplated will have to consider a Partial Retention VQO from Callaghan Paved Road and from WOP & CWA viewsheds; 2. Dority and Edna enhanced Riparian Protection; 3. Final retention levels will be determined upon revised layout. 4. Retention to be focussed on talus slopes, rock outcrops, natural openings and riparian areas. 5. Option to connect this road development to the Edna road system to the north has been field located, with a option for a constructed skid trail route. The commercial operator has indicated desire to obtain a higher elevation, north side winter connection to extend their operating season.
Fee-02 <i>Are 3 openings of 1.5 to 3.2 of low retention</i>	2018	Additional volume from this project is added to the Powder-07 development projects. Roads and landings are already built. Cable	5,050	B,H,Yc	>250	Aug- Sept 2018	Aug- Oct 2018	Aug- Oct 2018	<ol style="list-style-type: none"> 1. Existing spur roads are in place along Metal Dome Mainline 2. Small openings requiring cable logging systems. 3. Will allow for additional road maintenance towards Brandywine Meadows hiking area

		yarding is required due to moderate slopes							
Cheak -01 <i>C-01 will be a combination of 8 openings of moderate and low retention. With Heli log option on an additional 8 very small low retention openings of 0.2 to 1.5ha in size.</i>	2016	Upgrade access of FSR and requires road authorization within WB Commercial Recreation Area. Further field determination of openings and retention is required. Potential heli logging options are available with a drop site to a lower established spur.	9,140 Heli 5,200	H,F B	>250	June 2018	Sept- Oct 2018	Sept- Oct 2018	<ol style="list-style-type: none"> 1. Visual Management consideration- Partial Retention from Cheakamus Crossing. 2. Minor water control and resurfacing required. Heavily brushed in old road. No current use. 3. Helicopter logging may be required in the eastern portion of this compartment. Timing and extent to be determined.
Cheakamus-10 <i>Will be a retention trial over 25 ha providing two representations of low, moderate and high tree along with an option of Very High.</i>	2013	The area is currently accessible and may provide an interpretive opportunity and regeneration performance trial.	10,200	B,H	>250	2018	2019	2019	<ol style="list-style-type: none"> 1. This is a heavy pulp component forest type and markets will have to be strong for this project to move forward. 2. Short branch roads are required to perform this interpretive project, roads would allow expansion of bike trails as indicated on the WORCA trail plan. 3. This initiative may provide the option to move gated road restriction up to the upper Basalt Bridge and closer to the actual BC Parks Boundary ..
2019+ Proposed Road Construction and Retention Logging Projects									
Basalt Valley Connector	2018	This option reconnects existing right of way through the Whistler Aggregate Quarry and reconnects to the Basalt Valley	NA			August 2018			<ol style="list-style-type: none"> 1. This is an alternative route for industrial by using existing Forest Service Road and reconnecting to existing access. 2. Public access may not be available through an active mine site. 3. Provides an option to close Logger Lake access to all motorized vehicles.
Cheak-09 <i>Is a projected series of small 0.5-2 ha openings of low retention</i>	2018	Projected areas of potential harvesting in order to offset costs of the Basalt Valley connector proposal and upgrade of existing	5,240	F,H	50 Yrs on lower section	2018	2019	2019	<ol style="list-style-type: none"> 1. Reconnection and upgrade to old roads require small incursions into managed second growth. 2. Riverside Trail and forest management interpretation options require exploration. 3. Connection of Branch roads between C09 to C15 to be field verified.

		overgrown road to access upper slopes			>250 upper				
Tusk-01 <i>Is a projected series of 5 or more openings ranging from 3 to 6 ha of moderate retention</i>	2018	This area is accessed beyond the Bungee Bridge on the Daisy FSR. The existing road system is in good shape but overgrown. Extension of the road is along a bench below Crater Lake	9,550	H,F,B	>250	2018	2019	2019	<ol style="list-style-type: none"> 1. First development in the Tusk management unit using an existing road system 2. Projected development only as regaining access to enable field work will be required. 3. Eventual connection through to Crater and Jane may be possible which would provide a southern evacuation route, a potential to circle out through Jane Lake and back along Sea To Sky Trail. 4. Visual Management to consider northern travel viewpoints from Hwy#99.
PLANNED LANDSCAPE LEVEL FUEL REDUCTION AREAS									
Rainbow-R05, R06 and R07 <i>in progress to treat 20.5ha</i>	2016	Continuation of FESBC/RMOW Fuel Reduction program. This will complete the linear Shaded Fuel Break for the Callaghan Creek Forest Service Road.	3,100	F (H)	45 years	NA	Nov. 2017	Nov. 2017	<ol style="list-style-type: none"> 1. Continuation of operational thinning for Shaded Fuel Break subject to Forest Enhancement Society BC funding approvals; RMOW contributes up to 25% funding directly to program. 2. Use of Mechanical and Manual Thinning, pile and debris chipping are also being explored. 3. Scale up of planned fuel reduction treatments are intended to reduce the overall cost per ha, increase contractor capacity and improve overall project efficiencies. 4. Site interpretation and new single track bike trails are planned post treatment within the Interpretive Forest. 5. Logs recovered during thinning will be attributed to CCF annual allowable cut targets. 6. Debris removed will contribute to the RMOW Composter annual wood chip material.
West Interface-N01 <i>Alpine 40.0 21Mile 6.7</i>	2016	Currently 20 ha in progress under the Strategic Wildfire Funding. Expansion to the original planned area subject to funding in order to create a larger fuel break in region.	2,850	FH	75 years	NA	Nov 2017	TBD	
Cheak-02,03,04 <i>Prescriptions have been done to over 130ha of linear shaded fuel break and option for two additional vertical upland extensions.</i>	2017 & 2018	Fuel Reduction using a combination of ground based mechanical and manual thinning as part of a planned linear shaded fuel break.	TBD	F(H)	50 years	NA	Winter-Spring 2018	Spring 2018	

End File: TRC Oct.2017