

Cheakamus Community Forest 2021-2022 Development Plan Summary			Volume	Total Area	Forest Cover		Planned Dev. Schedule			Compartment Considerations (Values, Constraints and Comments)
Compartment Area	Original Referral YEAR	Compartment Description	M3	Ha	Stand Type	Stand Age	Road Const.	Logging	Hauling	
<b>2021 -2022 Planned Retention Logging and Road Projects</b>										<b>DENOTES NEW DEVELOPMENT PLANNING AREAS SINCE FEB 2020</b>
<b>Fee-01</b> <i>F01A is a 4.6 ha opening with low retention</i>	2017	Currently deferred due to high development costs. . <b>Assigned to Lilwat Forestry Ventures LP.</b>	2,530	0	H,F,C	>250	Aug	Sept	Sept	<ol style="list-style-type: none"> <li>No constraints in this area.</li> <li>Will require a temporary road system or consider skidder swing trail to mainline.</li> <li>Additional volumes are required to offset Dority development in Compartment P07.</li> </ol>
<b>Fee-02</b> <i>7 openings of 1.5 to 2.5 of low retention.</i>	2018	Roads and landings previously built but require upgrading. Cable yarding is required due to moderate slopes. <b>Assigned to Lilwat Forestry Ventures LP.</b>	5,850	9.5	B,H,Yc	>250	NA	Sept	Sept	<ol style="list-style-type: none"> <li>Existing spur roads are in place along Metal Dome Mainline</li> <li>Small openings requiring cable logging systems with short yarding lengths.</li> <li>Will allow for additional road maintenance and surface upgrades towards Brandywine Meadows hiking area.</li> <li>Good potential to expand this development to include more area to make it more economically feasible.</li> </ol>
<b>Powder-07</b> <i>P07 has been re-worked into a series of 6 openings of low retention in groups and individual tree retention.</i>	2012	<u>CP was issued in 2018.</u> This program will form mid-summer or fall program for 2021. <b>Assigned to Sqomish Forestry LP.</b>	11,440	17.4	H,B,Yc	>250 >	June	July-Aug-	Aug	<ol style="list-style-type: none"> <li>Visual Management – will achieve a Partial Retention VQO from Callaghan Paved Road and from WOP &amp; CWA viewsheds;</li> <li>Dority and Edna both have enhanced Riparian Protection;</li> <li>Tree retention use a combination of individual and grouped retention.</li> <li>Retention to be anchored to talus slopes, rock outcrops, natural openings and riparian areas.</li> <li>Recent upgrades to the Dority mainline by the mining tenure holder makes access from the south probably the best option.</li> <li>The commercial recreation operator continues to indicate a desire to obtain a higher elevation, north side winter connection for their operation.</li> </ol>
<b>Cheak-16</b> <i>Opening E originally planned as fuel reduction will be mechanically thinned to moderate retention.</i>	2017	Opening E may be considered for 2020. <b>Assigned to Sqomish Forestry LP.</b>	950	4.5	F,H	60	NA	May	May	<ol style="list-style-type: none"> <li>Is within the FSP fuel modification area (FMA), but is not currently a priority fuel treatment area (BAB). When thinned (Stems/Ha to TBD) the potential for forest floor reduction or a controlled spring under-burn could be pursued. This FMA is a strategic location south of Cheakamus Crossing that ties into the linear fuel break created by BC Hydro right of way and permanent access of the Jane Lake FSR.</li> <li>No resource concerns known.</li> </ol>
<b>Cheak-09</b> <i>Project is a series of small 0.5-2 ha openings of low and moderate retention</i>	2018	<u>CP was issued in 2019.</u> Development is now designed to recover development costs associated with connecting Quarry into the Basalt Valley to eliminate future need of Black Tusk (Loggers Lake Road) and reducing conflict in the planned Phase II Cheakamus Crossing Dev. <b>Assigned to Lilwat Forestry Ventures LP</b>	5,240	000	F,H	50 Yrs on lower section>2 50 upper	May	June	June	<ol style="list-style-type: none"> <li>Reconnection of road through the Whistler quarry, upgrade of old roads and a small incursion into managed second growth in the Basalt valley is required.</li> <li>Connection of Branch roads between C09 to C15 are not an option.</li> <li>Public access will be restricted through an active mine site.</li> <li>Provides an option to close Logger Lake access to all motorized vehicles. BC Hydro would continue road as Transmission Line access only.</li> <li>Riverside Trail and forest management interpretation options require exploration.</li> </ol>
<b>Cheakamus-10</b> <i>Is a tree retention trial over 25 ha providing two representations of low, moderate and high tree along with a demonstration of a very high retention area.</i>	2013	The area is currently accessible and will contribute to the Basalt Connector Project redevelopment costs. This original 2013 project was to provide an interpretive opportunity and regeneration	7,094	24.3	B,H	>250	Aug	Sept	Oct	<ol style="list-style-type: none"> <li>This is a heavy pulp component forest type and markets will have to be strong for this project to be feasible.</li> <li>Short branch roads are required to perform this interpretive project, roads would allow expansion of bike trails as indicated on the WORCA trail plan.</li> <li>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</li> <li>BC Hydro is planning to replace their Tech Cable buried in the road.</li> <li>Bridge replacement scheduled (CCF, BHydro, TELUS)</li> </ol>

		performance trial. <b>Not currently assigned.</b>								
<b>Cheak-12</b>	2019	New planning area from the Basalt Valley Connector road. Development requires minor road upgrade and series of short branch roads. <b>This project is unassigned.</b>	7,350	16.8	H (BYc)	>250	2021	2021	2021	<ol style="list-style-type: none"> <li>1. Bench and ridgetop development adjacent to long standing access road to Black Tusk.</li> <li>2. Re-alignment required to remove tight curves.</li> <li>3. Moderately visible from peak of Whistler.</li> </ol>
<b>Cheak -01</b> <i>Currently deferred until more information is obtained and shared with stakeholders. Projected as 8 openings of moderate and low retention. With Heli log option</i>	2016	Project as projected will achieve a Retention VQO from Cheakamus Crossing and Hwy#99 determined through digital terrain modelling. <b>This project is unassigned.</b>	9,140 Heli 5,200	TBD	H,F B	>250	<b>Project deferred</b> pending more information recently collected and dialogue with CCF board and WORCA executive.			<ol style="list-style-type: none"> <li>1. Visual Management consideration-Existing legal VQO is Partial Retention from Hwy #99.</li> <li>2. Minor water control and resurfacing required. Heavily brushed in old road.</li> <li>3. Helicopter logging may be required in the eastern portion of this compartment. Timing and extent to be determined.</li> </ol>
<b>Brew-04</b>	2020	Deferred areas that were originally part of Brew-01 compartment. Continuation of development of mature second-growth aged Fd (Hw Cw) stands. <b>Assigned to Sqomish Forestry LP.</b>	TBD	TBD	F,H,C	<100	Engineering under progress			
<b>Soo- 02 and 04</b>	2020	Undeveloped high elevation timber adjacent to old logging. <b>This project is unassigned.</b>	TBD	TBD	H,B,C	>150	Planning stages only			<ol style="list-style-type: none"> <li>1. Shared road access with commercial recreation tenure holder.</li> <li>2. This is a heavy pulp component forest type and markets will have to be strong for this project to be feasible considering new roads will need to be constructed.</li> </ol>
<b>Wedge 09</b>	2020	Second growth timber adjacent to the Wedge FSR. <b>This project is unassigned.</b>	TBD	TBD	F, C	<75	Planning stages only			<ol style="list-style-type: none"> <li>1. Shared road access with industrial hydro power construction project.</li> <li>2. This is second growth plantation forest with good potential for a combination of log extraction and forest fuel reduction. The strategy with this development is the log revenue from reasonably valuable second growth Douglas Fir plantation forest will pay for the fuel reduction treatment.</li> <li>3. This area is in a Northern Spotted Owl Management area requiring retention of the largest trees.</li> <li>4. There are a number of mountain bike trails that would be impacted so this will need to be coordinated with WORCA's plans.</li> </ol>
<b>PLANNED LANDSCAPE LEVEL FUEL REDUCTION AREAS</b>										
<b>Cheak-02</b> <i>linear shaded fuel break along Cheakamus Lake Road</i>	2019	Fuel Reduction using ground based mechanical thinning as part of a planned linear shaded fuel break. <b>Assigned to Lilwat Forestry Ventures LP.</b>	4,850	25.0	F(CH)	55 years	Winter 2020-21. This project is approved and ready to go ahead. This project is assigned to Lil'wat Forestry Ventures.			<ol style="list-style-type: none"> <li>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.</li> <li>2. Mechanical thinning, piling and on-site debris chipping will be used.</li> </ol>

<b>Interface-N04 Emerald</b>	2020	New areas currently being assessed and prescription developed. <b>This project is unassigned.</b>	TBD	TBD	F(HP)	<75	New planning area	<ol style="list-style-type: none"> <li>1. Scale up of planned fuel reduction treatments are intended to reduce the overall cost per ha, increase contractor capacity and improve overall project efficiencies.</li> <li>2. Site interpretation and new single track bike trails are planned post treatment within the Interpretive Forest.</li> <li>3. Logs recovered during thinning will be attributed to CCF annual allowable cut targets.</li> <li>4. Debris removed will contribute to the RMOW Composter annual wood chip material</li> <li>5. Option to demonstrate alternative mechanical thinning methods and machinery.</li> </ol>
<b>16Mile FSR</b> <i>linear shaded fuel break along the 16Mile Forest Service Road</i>	2020	Fuel Reduction using ground based mechanical thinning as part of a planned linear shaded fuel break. <b>This project is unassigned.</b> <b>Funding for this project has not been secured yet.</b>	TBD	TBD	F (HCB)	<75	New planning area	<ol style="list-style-type: none"> <li>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.</li> <li>2. The Whistler Valley does not currently have a landscape level fuel break to protect from wildfire from the north.</li> <li>3. Completion of this fuel break would be a multi-year project requiring outside funding, (Provincial, Municipal, Community Forest Association).</li> <li>4. Log revenues are not expected to be significant as much of this forest type is juvenile.</li> <li>5. Significant impacts include minor disruptions to the commercial recreation tenure holder in the 16mile valley.</li> <li>6. RMOW has committed to funding a prescription by BA Blackwell &amp; Associates</li> </ol>