

Manager Report –June 2017

Development

Summary of CP Development:

CP 37 – Cooper: CP/RP issued. CP expires September 2020. Cruised volumes = 23,749-m³ – June 2016 CP valuation indicates approximately \$4,000.00 loss. But the road upgrade accesses approximately 20,000-m³ potential permit above CP 37 – would be ready to develop in 3-4 years when adjacent blocks are declared “Greened Up”.

CP 38 – Bjerkness: CP/RP issued. CP expires June 2021. Cruised volume = 4,261-m³ – CP valuation indicates approximately \$70,000.00 profit.

CP 39 – Strip Logging, Wagon Road: CP has been submitted to MFLNRO. Spatial data has been submitted and cleared. Existing RP. Require archaeological *Preliminary Field Reconnaissance (Archaeological Overview Assessment)* - \$3,700.00 to complete – to be completed prior to CP issuance. A cruise was not completed – estimated volume = 7,000-m³ – CP valuation estimates approximately \$90,000.00 profit

CP 40 – Wagon Road above CP 39: CP/RP has not been submitted for approval. Spatial data has been submitted and cleared. CP blocks & roads have been developed and traversed. CP & roads have been referred to First Nations – review & comment period terminate July 31, 2017. Require *archaeological Preliminary Field Reconnaissance* - \$4,000.00 to complete – required completion prior to CP being issued. Required KDCFS Board to approve harvesting in *Kaslo Community Forest Interpretive Site* – approval needs to be submitted to MFLNRO Recreation Officer. Manager proposes this permit have tree retention – not developed to date. Cruise = 17,817-m³ – CP valuation estimates approximately \$350,000.00 profit. Note: this is a preliminary *estimate* simply using cruised volume (I have not had a good walkthrough of the CP). And no volume has been deleted to accommodate tree retention.

Note: CP block valuations include deductions for:

- Road Reserve (\$7.00/m³)
- Development (estimate)
- Silviculture (\$7.00/m³)
- Manager’s Fee (\$1.30/m³)

Manager’s thoughts/recommendations: CP’s 38, 39 & 40 require very little time/cost to be available for logging in September/October 2017 and are all good winter logging cutting permits. KDCFS has the option to discuss selling CP 37 to BCTS and would realize a profit. The most recent *KDCFS Budget Proposal, July 2017*, one of the Finance Committee’s recommendations is to draw on the Road Reserve – why when KDCFS can realize a profit in 2017 from the above permits.

KDCFS will need to compensate PWP for the developed/near developed volumes, as per the contract.

UBC Students

KDCFS Manager met with Jeff Reyden to discuss UBC Student program. Jeff & the students continue to recci potential areas for development. They are not doing much field proofing of KDCFS’ timber supply review, but are getting a volume for Standing Timber Inventory (planning purposes). To date, Jeff estimates they have identified 20,000-30,000-m³ that has very good potential for future CP/RP development.

Question: Jeff is still in contact with the Manager for information/leadership. PWP suggested in their *Exit Strategy* that the Manager step back because the Board has gotten involved with the UBC Student Program. Is the Manager meant to continue supervising/consulting with this project?

Keen Creek

Keen Creek issues/concerns with the road continuing to be impassable for vehicle access:

- the road is under a *Road Permit* to KDCFS. Currently there is a significant liability to KDCFS – I understand that if someone uses the road (ATV) and has an accident (road failure at one of the three significant fill slope failures) KDCFS is responsible. To avoid this liability, KDCFS needs to either fix the road/slumps or “officially” close the road to the public with proper signage, and possibly a barrier
- with the continual dry weather & subsequent increasing fire danger, the Keen Ck drainage poses a significant fire hazard with the recent logging. To avoid this liability/fire concern, the road should be opened asap
- Sabrina requires access for silviculture

- PWP contractors require access to complete their obligations. The road needs to be open in a timely manner for these obligations to be completed prior to the fall landing debris pile burning projects.

The following comments are from the May Manager's report – responsibilities & estimated budget for the works:
As per previous emails, there is no significant landslide in CP 36-6. However, there is some road work that's need to be done. Note: the estimates of the required work is based on my field review of third week in May.

KDCFS Responsibility:

- slump at 1-km (at the above ground waterline). ATV access was established, but shovel work may be required to get through due to continual ravelling of the slump. Estimate one day to remove the slump – excavator & rock truck = \$2,500.00
- three significant fill slope failures that have eroded 50% of the road running surface at each site. There is no imminent concern of failures going into Keen Ck. Main repair concern is finding local material (rock and road material) to fix the failures and repair the road. Estimate five days work – excavator & rock truck = \$12,500 - \$15,000
- general cleanup of minor ravelling, ditchline/culvert cleanout, cutslope stabilizing along the Keen Ck road. Estimate three days – mainly excavator with some rock truck = \$5,000.00
- final grading from 7-km down following completion of works = two days - \$2,500.00 (Settle/Glover has already graded this section of the road; therefore it should be KDCFS responsibility)

Contractor Responsibility:

- cleanup of landings – rehab landings, pile landing debris
- cleanup landing in CP 36-6 that has slid below the landing
- in-block ditchline cleanup
- grade spurs & Keen Ck from 36-6 to 7-km
- burn the landing piles

Silviculture

Most of June was dedicated to the safety plan of the Earl Grey Trail project. I have a start on the Free to Grow Surveys and am waiting for budget approval to tender 92 ha of brushing work. Funds remaining in the backlog silviculture account are insufficient to carry out scheduled surveys. CP36 is inaccessible to advance preparations for 2018 planting.

Bill Kestell, RPF
Woodlands Manager
KDCFS