

Minutes

CSA Community Advisory Group To Island Timberlands December 7th, 2011 Minutes Town Centre Hotel Boardroom, Powell River

Attendance: refer to attached sheet

6:00pm: Meeting called to order
Quorum noted

Safety Review

Facilitator noted fire exits and first aid attendants in case of emergency. Meeting place in case of emergency was noted.

Code of Conduct

Code of Conduct for Community Advisory Group was reviewed.

Welcome and Introductions

Chair welcomed Frank Ullman, Wayne French, and Morgan Kennah. Group introduced themselves.

Review and Acceptance of Agenda

Agenda was accepted with addition of Duck Lake Recreation site and Goat 2 discussions.

Correspondence

Copies of recent correspondence was provided and reviewed

- Emails inviting First Nations and Erik Blaney to meetings
- Email invite to new member Debbie Dee

Review and Acceptance of Minutes

Minutes from November 9th Western Forest Products meeting were reviewed and accepted.

Operational Information Map Review

Engineering Active

None

Road Construction Active

None

Logging Active

Cutblock

973408 (Okeover)

Issues

Ratepayers, Sunshine Coast Trail

Question: Are you still talking to the ratepayers?

Wayne Said: I'll talk to them again when we are done. I asked them if they would like to talk and they said they would like to get together when we are done. We did stop and work around their schedule to avoid cutting during the tourist season. We started up in the third week of September.

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Comment: Your buffer has blown over the trail.

Wayne said he hadn't heard, but would be going to have a look and any clean up will take place.

Road Construction Planned Next

Cutblock

894352 (Portage Trail)
3 cutblocks on Cortes Island
424107 (Sechelt - Pell Road)
422403 (Sechelt - Day Road)

Issues

Canoe Route Portage Trail
Many
Urban interface
Trails, urban interface

Logging Planned Next

Cutblock

894151 (STW 800)
894159 (Tin Hat junction)
894356 (Goat Lake 1100)
424107 & 422403 (Sechelt)
4 Cortes cutblocks (35,000 m3)
894352 (Portage Trail)

Issues

Urban interface
Many
Trail

Engineering Planned

Cutblock

883404 (Valentine Mountain)
894352 (Portage Trail)
2 cutblocks in Sechelt/Roberts Creek
434401
793206 (Stillwater Bluffs)

Issues

Public, visuals
Trail
Urban interface
Gambier Island
Urban interface, trails, etc

Wayne said they will have a look at the Stillwater bluff area and see if perhaps they may be able to make a pass through the area.

Question: When will that be?

Wayne said perhaps next year sometime. He said he would have to do his homework before he could say anything about it. There are others in the company that have issues regarding the bluffs as well.

Comment: I thought that the bluffs had already been logged to the extent that they would be.

Wayne said he did not think there was a commitment that there would be no more logging. Often cuts are designed so that another pass can take place in the future. If it could still be cut in a sensitive nature they could still get some of their value off of the land. If there is a land purchase down the line sometime the amount of timber on the land impacts the value. Wayne wanted to let the group know so that it wouldn't be a surprise if someone was working out there.

Morgan said that they recognize that the Stillwater bluffs are number one on the purchase priority for the greenspace plan of the regional district.

2012 Plan

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9.8 km. of road construction.

- 4.0 km on Cortes Island.
- 2.4 km in Sechelt.
- 3.4 km in Powell River area.

93,000 m3 of harvesting.

- 35,000 m3 on Cortes Island.
- 14,000 m3 in Sechelt.
- 44,000 m3 in Powell River.

2011 Plan

7.2 km of road construction, 148,000 m3 harvesting.

2010 Plan

10.1 km of road construction, (2.9 km in DFA), 120,000 m3 harvesting.

2009 Plan

17 km road construction, 175,000 m3 harvesting

Stillwater Harvest Summary Table

Year	Plan Volume (m3)	Actual Volume (m3)
2006		174,748
2007		141,387
2008		237,579
2009	175,000	193,621
2010	120,000	114,858
2011	148,000	115,743 (end November)
2012	93,000	
2013	50,000	

Question: Does the table include Sechelt?

Wayne said: Yes. It includes everything.

Comment: The regional district has identified the Stillwater bluffs and Eagle River as the two top priorities to purchase for their greenspace plan. When we met with your real estate representative Chris Dawes he said that he didn't feel it was likely that these areas would go to real estate development as there is no market and that he prefers to concentrate on real estate on Vancouver Island. Because of the fact that you are contemplating logging that area I think the regional board staff will want to talk with you about it.

Wayne said that he would be will to meet with the regional district people anytime. He comes over to Powell River often.

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Wayne said that volumes are trending down. That was always expected as the trees in this area are all ready to be logged.

Question: What portion of 2012's volume is out of Powell River?

2012 will have about 44,000 m3.

Question: Are there skilled workers on Cortes to do work for you?

Some. There will probably not be enough people to do everything which is one of the reasons we went over. One of our major requirements is Safe Certification. There is a road builder that is Safe Certified. There are a couple of fallers that aren't certified. There are some ex-silviculture contractors and tree planters are fairly easy to find. It will be a challenge. We will help somebody that would like to get into the business get Safe Certified. We've done that with lots of contractors already. The small operators just need somebody to help drive it for them.

Activities of Last 6 Months

- Completed the harvesting of 3 cutblocks in Sechelt. Tailed frogs were identified as an issue in one block. We had an amphibian expert work with us to re-locate frogs in a 20m section of creek where we were installing a culvert.
- Completed road construction in 3 blocks on Stillwater Main.
- Completed the harvesting of the Forest Warden cutblock and the block on Loubert Road.
- Re-started harvesting in Okeover.

Question: We received an email complaint from a third party regarding a resident at Stillwater who was very upset with some logging that took place adjacent to their land. Could you please speak to that complaint for us Wayne?

Wayne showed a map of the property in question. He explained the situation of the logging in comparison to the property in question. On a very windy day a south easterly came through and pushed over some trees onto the people's neighbour's property. It took out the powerlines on Lee Road. Some wind came from the opposite direction and took out trees on their driveway and the power to their house. Wayne says he doesn't really know what happened. The trees that came down on the neighbours property had been exposed for a number of years so he doesn't know if the wind was more extreme or what. Wayne indicated that Islands' harvesting of this block likely had some influence, though to an unknown degree, on the trees that came down in this wind event on the complainants driveway.

Question: Was there a way to mitigate the risk to the property?

Wayne said that it was a difficult situation. There were powerlines going up Lee Road and powerlines going along Loubert Road and they couldn't leave trees close to the powerlines. There was really only one place the road could go. With the orientation and configuration of the block there wasn't much else they could do. It was a set of unfortunate circumstances.

Question: Do you ever work with neighbours to do spiral pruning?

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Wayne said: No. Our legal department says that there is a huge liability risk for us to go onto other peoples property and doing work. If the work is unsuccessful there are liability issues.

Question: Has there been a resolution regarding liability in this case.

Wayne said: No. He believes it is still ongoing. He said he hates to see things like this happen.

Morgan said that Wayne knows the individual quite well and has spoken to her on a number of issues and has even worked with her..

Access Policy

Morgan said the Access Policy belongs to the Human Resources department along with their Safety and Environmental policies. The director of Human Resources is responsibly for the policy. This individual just started working for IT two weeks ago. The previous Human Resources director was with IT since its inception and has moved over to Western Forest Products. Morgan read the policy to the group. The policy states that safety policies are an integral component of their safety management system and provide key controls to ensure that their activities are carried out in compliance with legislative requirements and meet their commitment to ensuring the health and safety of employees and contractors. Safety policies are designed to complement the environmental and safety management systems, quality and technical training, other policies and procedures, and site specific plans or instructions. It is the intent that management, supervisors, and contractors use safety policies to assist in delivering effective safety training. The EMS (Environmental Management System) training matrix defines training requirements based on job position. Health and safety are their first priorities. The purpose of this policy and procedure is to provide guidelines for accessing lands owned by Island Timberlands Limited Partnership and outline expectations of behaviour while utilizing lands owned by Island Timberlands Limited Partnership. Island is in the business of growing, harvesting, and delivering high quality forest products from its private timberlands. Island allows public access for the purpose of recreation and other approved uses when compatible with their forest management policies. This access policy applies to all individuals and groups who seek to access Island's private lands, including employees, contractors, government personal, First Nations, non-timber forest product harvesters, and recreationalists. The responsibility of any individual who is granted access to their lands is responsible to be familiar with the principles listed in the document. As well, any groups who are granted access to Island Timberlands properties are responsible for their members to be familiar with the principles listed in the document. There are no specific definitions in reference to the access management policy. Legal references and related policies include; the Access Guide to Industrial Roads, the Forest Range Practices Act (FRPA), and the Resource Road Act.

For general access for groups and individuals; essentially the public may access ungated private lands for recreational purposes so long as they follow the company's key principles which include general respect for private properties at all times;

- Includes but is not limited to no removal of any material without a permit
- no littering or garbage dumping
- safety awareness and care for yourself and others
- no fires at any times
- no camping unless prearranged.

For recreation the key principles include (not withstanding the previous five).

From times to time the company will approve, deny, or limit access to their private property under the following concerns; safety, fire protection, environmental protection, protection of the assets of Island and/or its contractors

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When actively operating access will be limited strictly for safety purposes and for asset protection. Active operations include, but are not limited to; harvesting, road building, maintenance, debris management and reforestry operations. If not actively operating, areas may be open to the public for use as long as there is no risk of fire, safety, liability, vandalism, illegal dumping or any other environmental concern.

Overnight camping is not allowed without prior written authorization. If authorization is given there will be some conditions. There will be a specific location and time.

Under no circumstances are temporary, semi-permanent, or permanent structures to be erected on the property without authorization.

Organized groups requesting access behind locked areas must provide proof of suitable liability and fire insurance.

Only licensed vehicles are permitted on Island property. This does not currently include any offroad vehicles such as ATVs and dirt bikes. All vehicles must be operated only on constructed road and follow their industrial road use polices. Persons found in contravention of this policy will be considered trespassing and charges may follow.

Gate keys can be signed out. There is typically a \$500 deposit. This is returned when the key is returned. The conditions to acquire a gate key include; all employees and contractors as needed, groups are issued keys if they have a signed license with termination dates attached, keys are not given to anyone for general access, if Island gives access to lands that have adjacent lands, individuals will have to seek keys from the other land owners, individuals may have access to keys if the area is close to the public where access is required due to a license of operation or occupation.

Island Timberlands has the right to take back their keys for fire, safety, and environmental reasons.

Morgan said that the group asked her if this policy has been under review. Morgan has been with the company for 8 ½ months and is on the access committee. The committee has met once. Morgan is new to the committee, another member was off for a couple of months, and the director of Human Resources has changed and was also on the committee. This has stalled the process a little. It is a very challenging issue. The group has looked at it mostly from the perspective of the government's upcoming offroad legislation. The company has been asked if they would like to be included in the legislation and allow licensed offroad vehicle on their property. This is something they are considering.

Comment: In the past we've been told that you have a policy, but that it really doesn't affect Powell River.

Wayne said it has to do with the tenure boundaries in Powell River. Going up Stillwater Main you are in and out of IT property about eight times before you get to Freda. A lot of the components still apply like respecting that it is private land and that people can't just help themselves.

Question: Are you in support of the offroad legislation?

Morgan said that they are in support of insuring and registering vehicles, but they don't know if they want to allow offroad vehicles to have free reign on their land. Although there are many responsible groups and individuals that use offroad vehicles they have concerns regarding the less responsible people that will go off of the trails and damage sensitive soils and cause other damage.

Wayne Brewer - BC Bike Race

The mountain biking community in Powell River likes Wayne Brewer to be their spokesman. He is a member of the local bicycle club. Wayne is a former military officer, school teacher, accountant,

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financial administrator, lawyer, and business owner. Wayne's son is an RPF and he moved his consulting business to Powell River. He taught Wayne to be a forest tech and Wayne discovered he loves being in the bush more than anything else. He has done silviculture studies up and down the coast so he feels he has some idea of what is going on out there. Wayne is now a trail builder and route builder. He is not part of PRPAWS or the BOMB Squad. He is a member of the International Mountain Bike Association (IMBA) and of Cycling BC. He is a board member of the Powell River Cycling Association which hosts the BC Bike Race in Powell River. They also hosted the Island Cup last year and they want to come back. They are an advocacy group and they have quite a number of foresters in their club. They have adopted a best practices philosophy. They try to educate fellow riders. They stay in touch on facebook to organize rides and if someone bad mouths the loss of a trail because there is logging going on, they attempt to make the person understand what the big picture is. There are four or five of them that work on trails. Wayne builds his trails all by hand. He understands old growth tree patches, riparian zones, he doesn't do illegal things, and he tries to make his trails sustainable. He gets along really well with people like the Community Forest group. Communities are vying for the opportunity to have the BC Bike Race come through their towns. They want the tourists and research shows that mountain bikers are the fastest growing segment of tourism business. They spend a lot of money when they travel on toys, hotels, and meals. When the BC Bike Race started up they passed right by Powell River. They would race on the Island, take the ferry over from Little River, ride to Saltery Bay and disappear. Wayne would get phone calls asking him to get them to stop in Powell River. The Race started coming here and it has been fabulous. IMBA has issued trail building guidelines that have been adopted by the BC government. They partner with Parks Canada and they designate world class "Epic Trails". The cycling association dreams of having IMBA designate a trail in our area as "Epic" because word goes out around the world that Powell River has an "Epic Trail" and people will come. IMBA has a list of ten of the most common trail building mistakes. Number one is: not getting the land managers approval. Their dream is to create a ribbon of single track. They don't build stunt structures. The race is a cross country race and is a safe ride. Routes use forest service roads and spurs. Wayne likes to include cutblocks. People should see a working a forest. Wayne spends over 500 hours per year building trails.

The BC Bike Race began in 2006. It was the dream of a couple of mountain bikers in Vancouver. They now get 500 mountain bikers from around the world coming here to race. They love it. The motto of the BC Bike Race is to provide people with the ultimate single track experience. Andreas Hessler who is the director of marketing for them was part of the first Olympic mountain biking team in 1996. He's won the trans Rockies Race five or six times. Tourism Powell River asked to have them to come here. The BC Bike Race people were blown away, they didn't even know we had trails here when they used to ride from ferry to ferry. When Andreas was taken out riding in Powell River he said we have some gold here. It is still evolving. Some communities get dropped and others get added. Nanaimo has lost the Race and he blames Island Timberlands for that. Campbell River now has it. In 2009 when Wayne was laying out the race for 2010 he was asked if he could avoid running the race across Island Timberlands property because they would be charged to run the race through Island Timberlands land. Some of the communities couldn't do that. Nanaimo was one of them. The Race paid the money. The route has all been laid out for 2012 and Wayne has the following long list of stakeholders: the City of Powell River – provides Recreation Centre, Dwight Hall, Willingdon Beach, City employees for traffic control, RCMP – provides permit and pace car, PRSC – Lot 450, Ministry of Highways – use of Marine Avenue, Ministry of Forests – use of Forest Service Roads, BC Parks – race runs through Duck Lake protected area, PR Energy (Brookfield) – use of pole line, Sliammon – use of agreement in principle lands, Western Forest Products, GDF Ventures, Community Forests, Mark Hasset, and BA Blacktop. Island Timberlands is not on the list this year as their land has been avoided. BC Bike Race has asked

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that Island Timberlands not be criticized. Wayne hopes that things can be worked out for 2013 or 2014 so that Island Timberlands property can be used as well because as Wayne French described you are on and off of IT land eight times between the highway and Freda. BC Bike Race is not a money maker. It cannot afford to pay fees. If all of the stakeholders asked for \$20 per racer as IT was paid in 2010, the race would not happen. Morgan read through the companies Access Policy and Wayne said he had no problem with any of it. BC Bike Race has a good insurance policy. Wayne said people in Powell River asked why the course was laid out the way it was and Wayne said he simple explained that they had to stay off of Island Timberlands property. As the course designer this is what Wayne has been dealing with. Discussions have apparently been taking place again and it would be nice if Island Timberlands property could be used in the future, but if they can't the race can be worked around the property again. Wayne has been thrilled with how the community has been behind them and although nobody involved is in it to make money, it really helps the economy of the town. Even people from Whistler come her to ride.

Question: What is the fee charged by Island Timberlands used for? Insurance?

Morgan said: No. It is used to cover cost such as all of the administrative work such as changing scheduling for things like herbicide work. A few years ago there was a minimal fee charged and then the fee was upped by a few orders of magnitude the following year in line with what our neighbour was charging and had received. BC Bike Race didn't want to pay the fee, there was no negotiation, so they pulled out and Island Timberlands received some negative media as a result. We do have other bike groups on our land and we like to have them. They are eyes and ears in the woods. We may have to charge them a fee in the future for the administration. We do appreciate the economic impact of the BC Bike Race and perhaps something could be negotiated in the future.

Wayne Brewer said that this is what happens when mountain bikers who are not business people organize a race. Apparently one of the forest companies asked for \$10,000 the first year and BC Bike Race paid it. Word got out and Island Timberlands thought if someone else is charging \$10,000 then they would too. Wayne said that other forest companies who have property being used for the race are charging \$150 - \$200 as an administrative fee for the bother of looking at the map and the insurance rider to make sure they are covered. Wayne said he is not involved with the negotiation and he leaves it to Dean in the Vancouver office to work it out. It would be great if some agreement could be made.

Action: Morgan to let us know about changes regarding cost to the BC Bike Race.

Frank Ullman – Portage Trail

The canoe route was built on what was originally crown land and schedule A tree farm license land which was the private land that was added into the tree farm license. Over time there has been some improvements and periodic maintenance, but the canoe route has become old and tired. The time has come to take a hard look at what needs to be done. Over the last four or five years we have been concentrating on the picnic sites. Lois and Khartoum Lakes have both had some major repairs done. This year we have some money to start the process of rebuilding all of the facilities at the sites. Any of the rotting away things are being replaced. It is starting to look a lot better. They have also started looking at some of the portages. About five years ago when the process began with the take back of land from the tree farm licenses there was also the part where private property was taken out of the tree farm licenses. One of the key items was that Weyerhaeuser had a statement in their approval letter for the removal of land that specifically referred to the canoe route. It was quite rare to have a specific trail

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like the canoe route identified. It usually said something like it would maintain recreational access on private land. This stated that the canoe route was a high value recreational feature for Powell River community. Weyerhaeuser committed to maintaining its protection for the duration of its stewardship plan. Since the stewardship plan is renewable it essentially means that as long as they are harvesting, the route will be maintained. It is a huge statement. This gives Frank a little bit of ammunition to actually include the canoe route on private land as part of the program. Right now most of the facilities have been upgraded and the portage is in sad shape. Particularly many of the wooden structures like the boardwalk. One of the things that Frank has been pushing for is to remove as many of the wooden structures as possible and replace them with gravel and culverts. The intent is to make the canoe route wheelable. Making the route wheelable will enable older people to use the route and not have to pack canoes. Some sections over the long run will need to be rerouted to make them wheelable. In two cases this will take the route through some fresh logging and will lengthen the route. If people don't mind the climb they will still be able to use the old sections. There are some dangerous rotten areas that will get high priority. The time table will largely depend on the weather. Frank will be retiring on March 31st and he hopes that his successor will continue on with the work as the canoe route is one of the three highlights of this district's recreation.

Question: Part of the route passes my cabin and there is a picnic site that is not part of the route that is in a bad state of repair. It belongs to Parks and Recreation. My wife and I do our best to maintain it without taking any of the trees out. There are at least three picnic tables that need to be replaced. Could you pass this information on?

Given the importance of this route being highlighted we should be able to ask Parks if we can just upgrade it.

Comment: I believe there are two sites in Parks near the route.

We'll see what we can do.

Wayne French and Dave Hodgins - Field Review Report

Comment: There is a cutblock coming up near the Portage Trail and the last time this was pretty contentious, so Wayne French asked if one of our CAG recreation representatives could go out and walk the block with him. Dave Hodgins went with him.

Dave, Wayne French, Eagle Walz and Russell Brewer went out to review harvesting options adjacent to the trail. Russell Brewer is an MoF forester that is also the chair of Tourism Powell River. Dave said to make that part of the portage wheelable there would be some pretty difficult terrain to get around. There is a switchback that will be a challenge as well as down at the Lois end getting into the lake at low water. Basically the end result was that IT will be doing some logging in the area. They talked about a number of different ways of logging the area. Dave said that Wayne felt it would be best to keep the trail closer to the creek and that way it would be easier for them to salvage around it and give the trail some protection. The trail is easier to protect if it is closer to the creek because it is within the higher retention portion of the riparian area. There are three areas of concern that they talked about. These areas need to be moved to make them wheelable. Moving these portions of the trail will make it easiest to maintain the esthetics of the current route. It was a good day and a successful meeting. They are going to go for another walk once the ribbon has been laid out.

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Wayne showed a map of the area. He said he had been working on a document with some ideas about how to deal with this block and unbeknownst to him Eagle Walz had also been looking at that block. He said what they had come up with was not that far apart. Wayne's plans have the trail moved closer to the lake and into more riparian zones which will give it better access and be generally better for the trail. They basically talked about on the high side of the trail for the first 10 metres taking about 25% of the trees, and the next 10 – 15 metres taking 50% of the trees. The lower side of the trail is critical for the users as that is where most of the visuals are such as the water. They may take some of the trees out on the low side between the trail and the river. It may not be now, but it could be the next pass. The next pass would probably be about 8 – 10 years from now as soon as there was enough regenerated trees of sufficient height to create some screening. They talked about a one tree length buffer around the Horseshoe Lake campsite and they will have to do some windthrow treatments in that area as well. They also spoke about upgrading the trail to wheel standard. We should have the area mapped by the next CAG meeting.

Comment: We really appreciated that you went out with people to look at this area before you logged.

Campsites

Question: Members of the group mentioned that the campsites around Nanton and Dodd Lakes are getting really crowded in the summer. People are finding it expensive to travel outside of Powell River, so they are using the campsites. The sites are filling up early in the week for the coming weekend. People are wondering if within the footprint of the larger campsite, is the space all used up or is there room for more sites?

Frank said it depends on the individual campsite. Lois is pretty much full, Khartoum has room on the other side of the creek, Nanton has more room and Frank said he'd need to double check on Dodd. It is feasible and will have to be looked at. The other option would be to look for some other locations.

Comment: At a meeting we discussed clawing back some land to build new sites, but we thought it would be best to maximize the existing sites first and then in the future look for some additional sites.

Comment: Please pass that on for us Frank. Thank you.

Duck Lake

Dave Hodgins said that his group has been trying to get a day use recreation site established at Duck Lake for the last three years and finally Frank notified him last week that it can take place. They are waiting to get the road rerouted away from the site and once that is done they will be looking for funding to build the rec site. The road will be moved away from the edge of the lake. That corner has been very dangerous.

IT Meeting with Powell River Regional District Planners

Morgan said that she and Wayne came over and met with Laura Roddan and the regional planner. They showed them their maps of their properties and spoke of their plans for 2012. The regional people were most interested in areas within their greenspace plan.

Wayne said that the regional people just wanted to meet them and get to know who to reach if they had any issues or questions.

Meeting adjourned at 8:15 pm

Stillwater CSA Community Advisory Group

**Island Timberlands
December 7th Attendance**

Name	Position	Member Seat
PRESENT		
Jane Cameron – Chair	Primary	Member at large
Dave Hodgins	Alternate	Recreation
Colin Palmer	Primary	Local Governments
Debbie Dee	Alternate	Local Governments
Paul Goodwin	Alternate	Forest Dependent
Ken Jackson	Primary	Recreation
George Illes	Alternate	Environment
Laura Braden	Alternate	Member at large
Read English	Alternate	Local Business
Wayne Brewer	Alternate	Tourism
Mark Hassett	Alternate	Contractor
Barry Miller	Primary	Environment
Bill Maitland	Primary	Local Business
8 Seats represented		
ABSENT MEMBERS		
Andy Payne	Alternate	Member at large
Doug Fuller	Primary	DFA Worker
Russ Parsons	Alternate	DFA Worker
Rob Stewart	Primary	Forest Dependent
Rory Maitland	Primary	Contractor
Nancy Hollmann	Primary	Tourism
PRESENT		
Resource – others		
Wayne French	IT	
Morgan Kennah	IT	
Frank Ullman	Ministry of Forests	
Valerie Thompson	Facilitator/Secretary	