

Dosenberger, Lynda L FLNR:EX

Subject: Industrial Use of Columbia Western Rail trail
Location: s.15

Start: Mon 2017-11-27 3:00 PM
End: Mon 2017-11-27 4:30 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: DeCourcy, Tara D FLNR:EX
Required Attendees: Bekker, Geoff FOR:IN; Trent, Tennessee FLNR:EX; Hawkings, John FLNR:EX; Ferguson, Michael E FLNR:EX; Edney, George A FLNR:EX
Optional Attendees: York, Don H FLNR:EX; Scown, Ken W FLNR:EX

Please note: I put the wrong dial up information on the original invite. s.15
Tara

Join online meeting

s.15

First online meeting?

Hi all

Various discussions have been taking place regarding industrial use of the rail grade. I would like us all to have a common understanding of the current recommendations of Rec Sites and Trails, and a fulsome understanding of the possible consequences and alternatives before we move forward. Sorry if this is covering old ground, but based on some other recent discussions I think we all need to be part of the same conversation.

Agenda:

- Current situation
- User needs
- Options
- Benefits and consequences of each option

Please use the conference call number, but I have attached an online link in case we need to share maps or information.
Thanks very much

Tara

Dosenberger, Lynda L FLNR:EX

From: Hawkings, John FLNR:EX
Sent: Tuesday, September 26, 2017 10:26 AM
To: DeCourcy, Tara D FLNR:EX; Laroche, Russ FLNR:EX; Trent, Tennessee FLNR:EX; Huettmeyer, Kurt FLNR:EX; Ferguson, Michael E FLNR:EX; Walton, Grant L FLNR:EX; Edney, George A FLNR:EX
Subject: Industrial Application for Use of Columbia and Wester Rail Trail
Attachments: Pup_CK_IBD_HS_DEV.PDF; RE: plans for CWRT near Lafferty Creek

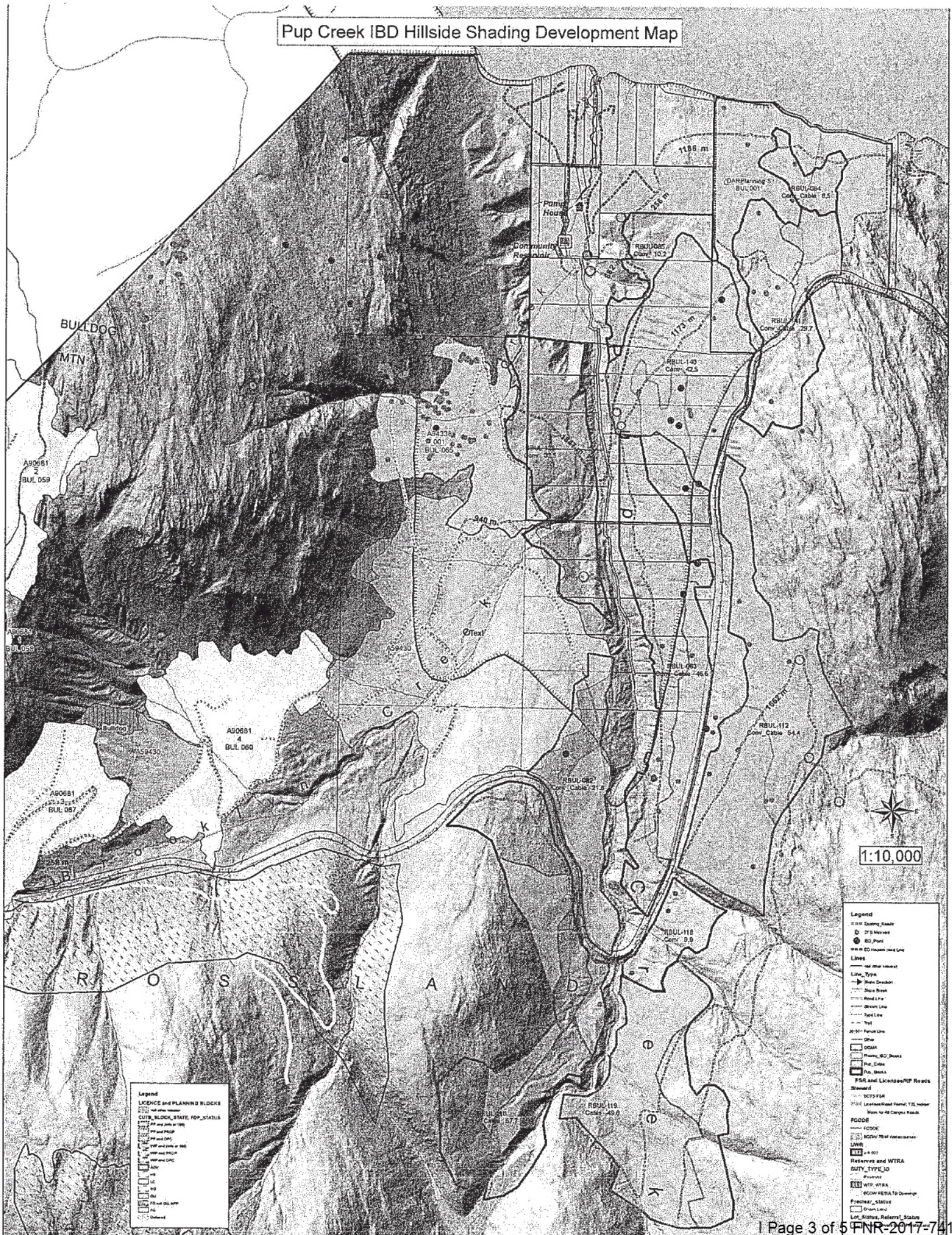
Hi All,

Thanks for taking the time to discuss this issue this afternoon. Here are some additional materials to support our discussion.

Thanks,

John Hawkings
Director
Recreation Sites and Trails BC
Ministry of Forests, Lands and Natural Resource Operations
Tel: (604) 898-2105
E-mail: John.Hawkings@gov.bc.ca

Pup Creek IBD Hillside Shading Development Map



Dosenberger, Lynda L FLNR:EX

From: Noren, Doug FOR:IN
Sent: Wednesday, October 26, 2016 10:33 AM
To: Trent, Tennessee FLNR:EX
Subject: RE: plans for CWRT near Lafferty Creek

Hi Tennessee

The section of the CWRT that we wish to haul on for this cutting permit is as shown on the map between the two blue arrows, which is a distance of about 12km.

Alternative options for accessing the timber might include:

1. Helicopter
 - a. This would be marginally economic at best and we would still need a place to land the wood. It would not be the highest stumpage option and MFLNRO is unlikely to approve it because the province would have to forego about \$65/m³ in stumpage revenue. For a cutting permit of 50,000 cubic metres this is significant, i.e. \$3.25 million.
2. Building a new road roughly parallel to the rail trail
 - a. I don't think this would be in anybody's best interest – economically, visually, environmentally or recreationally.
3. Building roads off of Hwy 3 at intervals
 - a. This would have a lot of the same environmental and economic costs as a parallel road and parts of the rail grade would still need to be used. Every road off the highway would require another crossing of McRae Creek.

I believe the best option is to use the rail grade as shown on the map: economically (especially for the province because of higher stumpage), environmentally (by maintaining and fixing roads already in place instead of building new ones), and recreationally (because appraisal dollars can be applied to trail maintenance and safety). Let me know what you think. I am sure we can work out something that is to our mutual benefit.

Thanks

Doug

To: Doug Noren
Subject: RE: plans for CWRT near Lafferty Creek

Hi Doug,

Thanks for the map. I have lots of comments. Can you please provide me more detail on what sections of the CWRT you are applying for industrial use on? Can you also provide me what your other options are for accessing timber. Ideally we would find ways for Interfor to access timber and minimize the industrial use of the rail trail.

Thanks

Tennessee Trent - Manager, Trails
Recreation Sites and Trails BC

Sea to Sky Office
101-42000 Loggers Lane
Squamish, BC
V8B 0H3

604.898.2194 office
tennessee.trent@gov.bc.ca

From: Doug Noren [<mailto:doug.noren@interfor.com>]
Sent: Thursday, September 15, 2016 4:46 PM
To: Trent, Tennessee FLNR:EX
Subject: RE: plans for CWRT near Lafferty Creek

Hi Tennessee

Sorry for taking so long in getting back to you on our plans for harvesting in McRae Creek near Lafferty. I have attached a map outlining some road and block designs that we will be looking at laying out over the next several months. If you have any comments or questions please let me know.

Thanks.

Doug Noren RPF
Grand Forks Woods Division
Interfor
Office: 250-443-2439

From: Trent, Tennessee FLNR:EX [<mailto:Tennessee.Trent@gov.bc.ca>]
Sent: Tuesday, May 17, 2016 9:07 AM
To: Doug Noren
Subject: plans for CWRT near Lafferty Creek

Hi Doug,

I would like to talk to you when you have time about Interfor's plans for the rail grade between Paulson and the Lafferty bypass road. As I stated before, authorization to use the trail for an industrial purpose can be granted only by RSTBC and we need to ensure that recreational values are adequately considered before approving any plan.

Thanks
Tennessee

From: [DeCourcy, Tara D FLNR:EX](#)
To: [Bekker, Geoff FOR:IN](#); [Trent, Tennessee FLNR:EX](#); [Hawkings, John FLNR:EX](#); [Ferguson, Michael E FLNR:EX](#);
[Edney, George A FLNR:EX](#)
Cc: [York, Don H FLNR:EX](#); [Scown, Ken W FLNR:EX](#)
Subject: Industrial Use of Columbia Western Rail trail

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Tara

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s.15

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Tara

RE: Industrial Use of Columbia Western Rail trail

Friday, January 26, 2018

2:29 PM

Subject	RE: Industrial Use of Columbia Western Rail trail
From	DeCourcy, Tara D FLNR:EX
To	Edney, George A FLNR:EX
Sent	Monday, November 27, 2017 2:56 PM

Great!

Tara DeCourcy, RPF
District Manager
Selkirk Resource District

email: Tara.DeCourcy@gov.bc.ca
Phone: 250-825-1101 (w) 250-505-9864 (c)

From: Edney, George A FLNR:EX
Sent: Monday, November 27, 2017 2:55 PM
To: DeCourcy, Tara D FLNR:EX
Subject: RE: Industrial Use of Columbia Western Rail trail

I am coming over to your office ok?

-----Original Appointment-----

From: DeCourcy, Tara D FLNR:EX
Sent: Monday, November 27, 2017 2:53 PM
To: Bekker, Geoff FOR:IN; Trent, Tennessee FLNR:EX; Hawkings, John FLNR:EX; Ferguson, Michael E FLNR:EX; Edney, George A FLNR:EX
Cc: York, Don H FLNR:EX; Scown, Ken W FLNR:EX
Subject: Industrial Use of Columbia Western Rail trail
When: Monday, November 27, 2017 3:00 PM-4:30 PM (UTC-08:00) Pacific Time (US & Canada).
Where: **s.15**

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Tara

From: [Hawkings, John FLNR:EX](#)
To: [DeCourcy, Tara D FLNR:EX](#); [Edney, George A FLNR:EX](#); [Scown, Ken W FLNR:EX](#)
Subject: Examples of C&W related correspondance
Date: Monday, November 27, 2017 3:51:47 PM
Attachments: [233127 - incoming 1.pdf](#)
[Interfor plans regarding timber harvesting along the CW Rail Corridor.msg](#)

Hi Tara,

Here is an example of the regular type of correspondence we receive on the rail trails. I have also included the official response from Trails BC.

John

September 26, 2017

Honourable Doug Donaldson

Minister of Forests, Lands, Natural Resource Operations and Rural Development

Room 248, Parliament Buildings

Victoria, British Columbia V8V 1X4

FLNR.Minister@gov.bc.ca

Honourable Lisa Beare

Minister of Tourism, Arts and Culture

Room 151, Parliament Buildings

Victoria, British Columbia V8V 1X4

TAC.Minister@gov.bc.ca

Dear Ministers Donaldson and Beare:

RE: Recreational Use of Rail Trails

I am addressing this letter to both your Ministries because they have joint responsibility in the above matter.

I understand that the Province is well aware that large sections of the Rail Trails, that make up part of the Trans Canada Trail in BC, are being heavily used by motorized, recreation vehicles and in some areas by highway vehicles.

The rail corridors were transferred to the Province of BC with the expectation that they were to be dedicated for non-motorized use. The rail trails, which include the Kettle Valley Rail Trail and the Columbia and Western Rail Trail form a significant portion of the Trans Canada Trail in BC, linking rural and urban residents to active transportation opportunities with health and fitness benefits. The rail trails have great low-carbon tourism and recreational potential for BC residents and for visitors from across Canada and around the world.

Over the past few years, I have cycled the rail trails from Castlegar to Hope. The bed condition is worsening in most locations due to its being pounded by motorized vehicles, making it very difficult to pedal a bike. Cycling use of the rail trails is declining and cyclists are being forced off the rail trails due to their poor condition.

In the West Kootenays, the Columbia & Western Trail Society maintains the C&W rail trail from Castlegar to Midway. This Society is primarily made up of ATV users. They have recently transformed the rail trail near Castlegar into a public roadway and now allow members' highway vehicles to access the grade. I hear that they are also considering allowing logging companies to utilize the rail trail for commercial operations. I do not understand how the Province, as Owner, can accept the liability of highway vehicles and logging trucks traveling on its rail trail. Will the Province enforce the Motor Vehicle Act and the Highway Act on this recreational trail to ensure it is safe for public travel? If so, who will enforce provincial road regulations and speed limits? When, inevitably, there is an accident, how will it



be looked at by the courts? Motorized usage is steadily degrading the rail trail surface in many areas. How will the Province ensure a good, safe trail surface is maintained over time?

It appears that the Province has benignly neglected the rail trails. This is unfortunate, as the abandoned rail lines could be highly attractive recreation and transit corridors with significant potential as tourism generators. With some vision and more collective effort, it is probable that the rail trails can become a world-class tourist attraction. I understand that the Outdoor Recreation Council member groups are proposing a Trails Strategy and are considering recommending short segments of the rail trail be reserved for cyclists' use. I am concerned that this will result in only isolated sections of the trail being bikeable and a loss of the KVR and C&W rail trails as a continuous greenway.

Before potentially long-term decisions are made in how the rail trails are to be managed, I urge the Province to conduct public hearings in communities along the rail trail corridor and elsewhere in the Province, to obtain public input as to how BC residents want to see this precious resource managed before it is lost.

Sincerely,


s.22

Cc – Honourable Katrine Conroy

- Jeremy McCall, Outdoor Recreation Council

Interfor plans regarding timber harvesting along the C&W Rail Corridor

Friday, January 26, 2018
2:25 PM

Subject	Interfor plans regarding timber harvesting along the C&W Rail Corridor
From	Trails BC
To	Hawkings, John FLNR:EX
Cc	Ciel Sander; Serge Touchette; Trisha Kaplan
Sent	Wednesday, July 12, 2017 6:07 PM
Attachments	 Comments by C. Sand...

To the attention of John Hawkings, Director Recreation Sites and Trails BC, MFLNR

I am writing on behalf of Trails BC and the Trans Canada Trail regarding Interfor Plans to harvest timber along and on the Columbia & Western rail corridor that has been designated as the Trans Canada Trail. We are likely the stakeholder most affected by any activity that takes place on this former rail corridor. Potentially, the tourism industry will also be seriously affected. After reviewing the response from Ciel Sander, our Regional Director in this area (see attached copy of her letter), and communications with Tennessee Trent of RSTBC with interfor, I understand that:

- Interfor has applied to haul timber on the rail trail roughly between Fife and Coryell, a distance of 18 kms, not 12 kms as indicated by Interfor.
- The rail grade would be upgraded and widened to heavy vehicle standard turning the trail into a Forest Service Road thus losing its trail attributes for non-motorized recreational users.
- The bridge at Lafferty would be upgraded to road vehicle standard. The present bridge limits vehicle traffic which helps adherence to the vision of this trail.
- Timber harvesting would take place at specified locations across the trail. This will likely involve trail closures.
- Harvesting would take place over an extended time. I understand that this could be as much as 10 or more years. In other words what is now a trail would become an 18 km road for at least this significant amount of time.

We understand that the timber resource industry is important to this province but why should this resource take priority over another provincial resource, recreation and tourism? It is our experience with timber harvesting activity on and along a recreation trail always has negative effects on established trails. Turning the trail into a road and logging across the trail greatly reduces the sought after quality trail experience in the following important ways:

- Creating a road attracts other motor vehicles and causes them to access the trail, negating the desired experience of the Trans Canada Trail for non-motorized users. In many instances, the negative effects cause the target trail users to stay away.
- Once a road is built and used by vehicles, a change in that behaviour pattern rarely happens after the timber harvest is completed. The precedent has been set thus creating resistance to a change to this pattern of access..
- This will delay making this a valued tourist destination.
- Where timber is harvested right up to the road much of the greenway viewing effect that attracts people will be lost for a prolonged period of time.
- Vegetation along its whole length will be altered which in many cases increases the need for heavy brushing.
- Claims that the rail trail will be returned to its former state or better, from my experience, does not appear to be achievable. Have a look at what has happened between Myra Canyon and Chute Lake! There are many other such examples.

Hence, we wish to be very clear. We absolutely object to the rail trail be turned into a road. if this plan is allowed to proceed the value of one Provincial resource is being allowed to overtake what we consider an extremely important on-going recreational resource for this province. We plead with you to not allow this short lived monetary gain to happen. It is time that this province took stock of the real value of a trail trail such as this one. Surely the long term gain of an iconic historical trail is worth more than the questionable short term gains. Why waste what it has already been invested in this resource? We are already suffering from the

negative consequences of tolerating motorized recreation on this rail trail. What would Inferfor do if this was still an active railroad? Surely, it would find another way to harvest this timber if the value is there.

Sincerely,

Léon Lebrun
President and Southwest Regional Director
Trails BC
Phone 604-942-6768
Trailsbc@trailsbc.ca
www.trailsbc.ca

Ron Palmer
Forestry Superintendent
Kootenay Woodlands, Interfor Corporation
2705 Arrow Lakes Drive,
Castlegar, BC V1N 4G4

Dear Mr. Palmer,

This public consultation process that the Province of British Columbia allows for Timber Supply Areas is very flawed. This is reflected in my concerns with your proposed Forest Stewardship Plan. The Forest Stewardship Plan that you have submitted seems to show clearly wherein problems lay in this respect. It is unreadable to most lay persons, as much as I have attempted to give comment because I am genuinely concerned about forest policy in our region.

The concerns I have specifically about the Interfor Forest Stewardship Plan (June 1, 2017 to May 31, 2022) are as follows:

1. In the initial public notice for open houses in Nakusp, Castlegar and Grand Forks, there was no indication there was a 38pg document (FSP Original, Version 2017-01-19) to review. *This should have been included as a hyperlink* to the notice for the public to be able to access.
2. The document itself is written as if it is in its final form (page 7), is all you are going to do is hit "send" on March 22 to the District Manager of the Selkirk Natural Resources District?

The Review and Comment version of this FSP was submitted to the District Manager of the Selkirk Natural Resource District on. The Review and Comment period was for 60 days, commencing January 20, 2017 and ending March 21, 2017. The Final Submission was submitted to the District Manager of the Selkirk Natural Resource District on March 22, 2017.

The question I have, are the comments received for this FSP proposal really going to be considered for final planning?

3. Appendix A is completely useless because it talks about stocking standards – (there is no indication of what the stocking standards are), however it notes that

new stoking standard ID's will be developed. This should be included in the proposal, not in the final FSP. Or is this the final FSP? It's very unclear.

4. Appendix C is written for the final submission for approval. I would like to see an interim rewrite available to the public to make sure that ALL stakeholders were notified of this FSP. There should be made another comment period to view the rewrite, or is this the final FSP? Again, it's very unclear to the reader.
5. This document continually refers to the KBHLPO, however as a reader of this FSP the reader is not given the references to what you are referring to. There is also no indication of where or how to access the KBHLPO and the public generally has no time nor inclination to do the necessary research to extract this "buried" information for cross-reference. This is a problem with all the Results or Strategies reference from 5.1 to 5.1.1.9. (pages 10-14). This document is useless for the "public" to be able to comment on without having cross reference.
6. Interfor needs to develop plans to voluntarily conserve the Grizzly and Mountain Caribou if the Province of British Columbia isn't going to do it. Recent wildlife science shows that loss of forest habitat and roads are the biggest contributor to the demise of these species, however the FSP seems to give a "greenlight" to continue harvest of timber or construct roads. (page 11-12)
7. In 5.1.1.8 my suggestion is to also include "trails" to conserve visual quality. Outdoor recreation is now one of the largest economic sectors in British Columbia. Please reference the Thompson Okanagan Region's Rails Trails Tourism Strategy 2016-2022. The Trans-Canada Trail when designed was a recreational "greenway" in British Columbia. Timber harvesting along recreation trails and in recreational corridors such as the Slocan Valley Rail Trail, Rosebery-Summit Lake Rail Trail, the Columbia and Western Rail Trail and the Kettle Valley Rail Trail are counterintuitive to outdoor public recreation values. In this FSP, the Dewdney Trail 5.1.5 is noted as a Heritage Site. My recommendation would advise Interfor to voluntarily respect these rail trails as historic sites until such a time the Province of BC is willing to recognize them for the value they are. It is extremely unclear what the Visual Quality Standards are for this "recreation trail", but to harvest timber on these Rail Trails is completely ludicrous to the value of outdoor recreation and the time and energy spent by the Province and countless volunteer hours to develop them.
8. In 5.1.2.6 it states that there are **no fisheries sensitive watersheds**? How can this be the case with the Kettle River Watershed? There has been study after study about the Kettle River Watershed that has shown logging practices that have impacted the fisheries.
9. With respect to 5.1.5. There are many people who do not realize that part of this FSP has a loophole for timber harvesting in Recreation Sites, something I am not in agreement with. There should be adequate public consultation to give the

public and stakeholders of Recreation Sites. It seems to me highly inappropriate to harvest in recreation sites that have been set aside for public recreation, while also having had investment with tax dollars and volunteer hours by non-profit societies for public recreation. Also, I also don't why the Ministry of Tourism, Sport and the Arts is sited here. Don't you mean to refer to Ministry of Forests Lands and Natural Resource Operations?

Harvesting within a recreation site will not occur unless it is approved by the Recreation Officer of the Ministry of Tourism, Sport and the Arts, or the District Manager.

My comments must communicate to you that I am a "lay person" of the public. However, I am very interested in public recreation and habitat values for the animals in our forest ecosystem. I am not opposed to timber harvesting; however, I think this FSP can be laid out in a much more responsible way for your company to self-regulate your forest practices. Just because the law allows you, it also doesn't mean that you must or even need to take advantage of a flawed Forest Practices Act by not putting the necessary effort into responsible public consultation or setting a higher standard to protect recreational and forest habitat values.

s.22 I implore you as a responsible forestry company to hold your standards to a higher level with the extraction of forest products.

Sincerely,

s.22

C&W Rail Trail Call

Friday, January 26, 2018

1:15 PM

Subject	C&W Rail Trail Call
From	Hawkings, John FLNR:EX
To	DeCourcy, Tara D FLNR:EX
Cc	Trent, Tennessee FLNR:EX
Sent	Monday, November 27, 2017 4:51 PM

Hi Tara,

As you may have guessed, I was a bit caught off-guard with that call. I should have taken a closer look at the attendance and recognized that Interfor was going to be on the call.

I would appreciate the opportunity to debrief with you when you are free. I still don't think we are on the same page and I think we need to try and get there.

I am in the office tomorrow until about noon ~~s.22~~

Thanks,

John

Re: C&W Rail Trail Call

Friday, January 26, 2018

1:15 PM

Subject	Re: C&W Rail Trail Call
From	DeCourcy, Tara D FLNR:EX
To	Hawkings, John FLNR:EX
Sent	Monday, November 27, 2017 6:00 PM

Hi John

I realized my mistake as soon as we did the introductions. I still think this was a really great idea, I'm glad that we have all heard the same information all together. I think you did a really great job of providing information that was useful to everyone. I do apologize for not pointing out the invitees more explicitly.

I am on a call tomorrow morning from 9 to 11. We could talk before or after. Let me know what works for you.

Tara

Sent from my iPhone

On Nov 27, 2017, at 4:51 PM, Hawkings, John FLNR:EX <John.Hawkings@gov.bc.ca> wrote:

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RE: C&W Rail Trail Call

Friday, January 26, 2018

1:13 PM

Subject	RE: C&W Rail Trail Call
From	Hawkings, John FLNR:EX
To	DeCourcy, Tara D FLNR:EX
Cc	Trent, Tennessee FLNR:EX
Sent	Tuesday, November 28, 2017 9:35 AM

Hi Tara,

I think it would be useful if we can touch base this morning. Tennessee and I will give you a call at 11.

Thanks,

John

From: DeCourcy, Tara D FLNR:EX

Sent: Monday, November 27, 2017 6:01 PM

To: Hawkings, John FLNR:EX

Subject: Re: C&W Rail Trail Call

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