Mid-Bulkley Overview FHAP Appendices

Data Forms, Oblique Photos, Stream Classifications, Stereo Air Photos, and Maps

Appendix 1

FHAP data forms (output from WRP DES)

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RAILWAY CUTTING OFF OFFCHANNEL ACCESS, LOSS OF RIPARIAN AND BANK INSTABILITY AT HAY LAND	CHANNELIZING AND FLOODPLAIN CUTOFF BY RAILWAY/HIGHWAY, REMOVAL OF LWD AND EXPOSURE OF SEDIMENT WEDGE AT CN LOG JAM, RIPARIAN LOSSES AND BANK INSTABILITY AT HAY LAND, SEDIMENT AND PEAK FLOW INPUTS FROM TRIBS. (ESP. BYMAN)	HIGHWAY AND RAILWAY BLOCKING ACCESS TO FLOODPLAIN = DECREASED WATER AND SEDIMENT STORAGE AND LOSS OF REARING /VDERWINTERING HABITAT, LOSS OF RIPARIAN AND PEAK FLOWS CAUSING IRREGULAR LATERAL INSTABILITY AND BANK EROSION, HIGH H20 AND SED'N FROM MAJOR TRIBS	MASS MOVEMENTS AT FSR CULVERT AND POWERLINE CROSSING, CHANNELIZING BY HIGHWAY, RAILWAY, URBAN / INDUSTRIAL DEVELOPMENT = DECREASE IN CHANNEL SINUOSITY + CHANNEL INCISION (AVULSIONS EVIDENT, DISCONNECTION FROM FLOODPLAIN, SEVERE BANK EROSIONILOSS OF RIPARIAN.	Major Habitat Impacts CHANNEL INCISION AND INCREASED FLOODPLAIN ISOLATION, BANK EROSION AT CLEARED LAND, LOSS OF LWD FUNCTION, LOSS OF RIPARIAN AT HAY LAND, LOSS OF POOL DEPTH DUE TO IN- FILLING FROM FINES.	0-000-000-000 0rthing: 584342 147 148 158 158
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RESTORE OFFCHANNEL ACCESS THRU CULVERT REPLACEMENT, BANK STABILIZATION AT CLEARED LAND (INTEGRATED METHODS PREFERRED)	RESTORE ACCESS TO OFFCHANNEL AREAS, THRU CULVERT REPLACEMENT, STABILIZE BANKS (USING INTEGRATED METHODS), REVEGETATE OR REPLACE RIP-RAPPED SECTIONS, STABILIZE SEDIMENT WEDGE AT CN LOG JAM	RESTORE ACCESS TO OFFCHANNEL AREAS, CREATE MULTIPLE LATERAL LOG JAM STRUCTURES IN COMBINATION WITH BANK STABILIZING (INTEGRATIVE METHODS PREFERRED) TO CATCH DEBRIS PRIOR TO BUILDUP AND CREATE NEAR-BANK HABITAT, REVEGETATE OR REPLACE RIP- RAPPED SECTIONS	RESTORE ACCESS TO OFFCHANNEL AREAS, RIPARIAN REVEGETATION AND BANK STABILIZING IN CLEARED AREAS, STABILIZE UPSLOPE IMPACTS, SUBSTITUTE RIP-RAPPED AREAS FOR INTEGRATIVE METHODS OF BANK STABILIZING TO PROVIDE HABITAT FOR TARGET SPECIES.	Restoration Opportunities BANK STABILIZATION (VEGETATIVE OR INTERATIVE METHODS SHOULD BE HIGHEST PRIORITY TECHNIQUES), MAINSTEM TO FLOODPLAIN	

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	CAUSING BANK EROSION AND IRREGULAR LATERAL MOVEMENT (@ ONE BEND ESP.), ADDITION OF FINES AND RIPARIAN LOSS @ BV CONCRETE AND ADJACENT LAND CLEARING OF MOUTH OF DUNGATE. SED'T INPUTS FROM DUNGATE. AVULSIONS.	POWERLINE X-ING, GULLY FAILURES FROM UPSLOPE QUARRY, POSSIBLE HIGHER HEAK FLOW IMPACTS ON CHANNEL, RIPARIAN AND LWD FUNCTION.	EROSION, RIPARIAN LOSS AND COMPACTION AT	CHANNELIZING ON D/S RIGHT BANK, BANK INSTABILITY, RIPARIAN LOSS, AGGRADATION PRIOR TO SECTION B, LOSS OF FLOODPLAIN ACCESS, POSSIBLE MASS MOV'T INTO FLOODPLAIN FROM UPSLOPE ROAD. EFFECTS FROM POSSIBLE HIGHER PEAK FLOWS ON LWD, CHANNEL AND RIPARIAN	DUAL BANK CHANNELIZATION CAUSING DEGRADATION AND UNSTABLE DEPOSITION DOWNSTREAM. LOSS OF RIPARIAN FUNCTION DUE TO CHANNELIZING. COMPLETE LOSS OF COMPLEXITY AND HOLDING HABITAT. IMPACTS FROM POSSIBLE HIGHER PEAK FLOWS ON CHANNEL, LWD FUNCTION.	LOSS OF RIPARIAN CAUSING BANK EROSION AND AVULSION, U/S CHANNELIZING CAUSING BANK EROSION, UNSTABLE AND EXCESSIVE DEPOSITION, LOG JAMS, POSSIBLE HIGHER PEAK FLOW IMPACTS ON CHANNEL, RIPARIAN, AND LWD FUNCTION	Major Habitat Impacts	018 019	047 037 027 028	0-000-000-000-000	
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	BANK STABILIZING AT AREAS OF IRREGULAR LATERAL MOVEMENT. CREATION OF SCOUR POOLS TO FLUSH FINES, SORT GRAVELS, AND IMPROVE HABITAT VALUE		STABILIZE UPSLOPE SEDIMENT SOURCES.	STABILIZE UPSLOPE MASS MOVEMENT IF NOT NATURALLY STABILIZED AND DEACTIVATE ADJACENT TRAIL/ROAD IF ERODING SIGNIFICANTLY. REPLANT RIPARIAN ALONG CHANNELIZED BANK, CREATE LATERAL COMPLEXITY WITH LWD	RESTORATION OF RIFFLE-POOL SEQUENCE AND CROSS- CHANNEL COMPLEXITY, ASSESS CURRENT RIPARIAN AND REESTABLISH CONIFERS, ESTABLISH ACCESS AND COVER ON OFFCHANNEL POND. STABILIZE UPSLOPE MASS MOV'TS AND PREVENT TOE EROSION	RIPARIAN REVEGETATION, BANK STABILIZATION, SCALPING OF MID-CHANNEL BARS, BLOCK MOUTH OF AVULSION AND ARMOUR, COMPLEX SECTION WITH LWD	Restoration Opportunities				

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	UNKNOWN	BANK EROSION AT PULLED BRIDGE SITE, EROSION OF EQUITY MINE RD. FILL SLOPE	DUNGATE FSR DITCHLINES	EROSION OF EQUITY MINE ROAD FILL SLOPE AND	OF EQUITY MINE ROAD FILL SLOPE	#34, AND FROM AN OPSLOPE LOGGING HOAD OVER AN UNNAMED TRIBUTARY. AGGRADATION NOTED D/S OF TRIB. CONFLUENCE	MASS MOVEMENTS AT RANGE LAND, CUTBLOCK	NONE	CUTBLOCK. RANGE USE IMPACTS ON RIPARIAN.	MASS MOV'TS FROM UPSLOPE ROAD AND	FUNCTION: RESIDENCE W/CREEK X-INGS, ERODING CULVERTS/DITCHES, COLLAPSED BRIDGE. LARGE BD'S. IMPACTS FROM EQUITY RD.	INSTABILITY + EROSION, LOSS OF RIPARIAN	FOR RANGE USE = LATERAL	HISTORIC LAND-USE BY BV CONCRETE = LOSS OF	Major Habitat Impacts	39	38	37	orthing 654611	
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	NONE	STABILIZE UPSLOPE SEDIMENT SOURCES		STABILIZE UPSLOPE SEDIMENT SOURCES	STABILIZE UPSLOPE SEDIMENT SOURCES		STABILIZE UPSLOPE SEDIMENT SOURCES	NONE	URTHER ACTIVITY. REESTABLISH RIPARIAN UNDERSTORY IN DAMAGED AREAS.	STABILIZE UPSLOPE MASS MOVEMENTS, ASSESS FOR		REGIME AND BANK STABILIZING TECHNIQUES.	APARIAN AT FAN AND SECURE ACCESS FOR FISH TO U/S	ASSESS FOR BARRIER AT COLLAPSED BRIDGE, REPLANT	testoration Opportunities					

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NONE	NONE	NONE	NONE	NONE	UNDERSTORY.	MINOR RANGE USE IMPACTS ON RIPARIAN	POSSIBLY DUE TO LAND CLEARING AND RANGE- USE @SITE, HEAVY RANGE USE OVER WHOLE SECTION = WQ, RIPARIAN, BANK STABILITY IMPACTS TO HABITAT. GREATER SLUMPING AT CLEARED FIELD AREAS.	LARGE ROATIONAL SLUMP@REACH BREAK,	CHANNELIZING@HIGHWAY X-ING AND LOSS OF COMPEXITY (POSSIBLE ACCESS PROBLEMS FROM LACK OF VELOCITY REFUGES?), SCOURING BELOW HIGHWAY. BANK EROSION AND LOSS OF RIPARIAN FUNCTION DUE TO CATTLE IMPACTS, CLEARED LAND @ POWERLINE X-ING, RESIDENCES.	LATERAL INSTABILITY AND BANK EROSION AT SEVERAL SITES, LOSS OF AND/OR DAMAGE TO RIPARIAN FUNCTION AT HAY LAND, RESIDENCES, RAILWAY X-ING CHANNELIZING CREEK AND LIKELY RESPONSIBLE FOR SOME LATERAL INSTABILITY AND AVULSION D/S. U/S IMPACTS.	Major Habitat Impacts	059 060 069 070
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NONE	NONE	NONE	NONE	NONE	ESTABLISH PRESENCE OF SHADE-TOLERANTS IN LEY	CONIFER RELEASE IN RIPARIAN IN BOTTOM SECTION	RESTORATION.	STABILIZE SLUMP IF CAUSED BY LAND-USE. RIPARIA	RECREATE POOL/RIFFLE SEQUENCES, LATERAL COM AND ENERGY DISSIPATION AT HIGHWAY X-ING. U INTEGRATED METHODS TO ARMOUR BANKS AT BRID CREATE COVER. RIPARIAN RESTORATION AND TEM BANK ARMOURING UNTIL ESTABLISHED © CLEARED	ENERGY DISSIPATING AND COMPLEXING BELOW RAI BRIDGE. PLANT RIP-RAP W/ WOODY VEG. RIPARIAN REESTABLISHMENT	Restoration Opportunities	

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Watershed Name: Watershed Code: UTM Zone:

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Detail Sub Basin Number Name Form Number: N NTS Maps (1:50,000) : ENTER o Watershed Name: Watershed Code: UTM Zone: Reach Section Channel Numbe Type œ ⊳ 9 ROBERT HATCH CREEK RPGW RPGW Type BGGS Maps (1:20,000) : Easting: Channel Habitat Upslope Stability Value Impact A M L ≻ 6044047 ≤ 93L059 ſ 93L068 Northing: AS ABOVE (LESS EXTENSIVE DAMAGE TO RIPARIAN) HEAVY CATTLE RANCHING CAUSING LOSS/DAMAGE TO RIPARIAN, EXTENSIVE BANK INSTABILITY AND AGGRADATION, SEVERAL CATTLE/ATV STREAM CROSSINGS. EXTENSIVE AGGRADATION @ MOUTH POSSIBLY CAUSING AN ACCESS PROBLEM. 672531 Major Habitat Impacts **Priority Restoration Opportunities** ≤ I AS ABOVE BRIDGES@CROSSINGS, RIPARIAN RESTORATION, ENCOURAGE DISTINCT SINGLE CHANNEL @ MOUTH.

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NONE	LOSS OF RIPARIAN, MASS MOVEMENTS AND POSSIBLE PEAK FLOWS DUE TO PEROW FIRE AND POSSIBLY TO SALVAGE LOGGING	POSSIBLE PEAK FLOWS DUE TO PEROW FIRE AND POSSIBLY TO SALVAGE LOGGING	LOSS OF RIPARIAN, MASS MOVEMENTS AND	POSSIBLE SEDIMENTATION AND PEAK FLOWS FROM	POSSIBLE SEDIMENTATION AND PEAK FLOWS FROM	FIRE AREA U/S	POSSIBLE SEDIMENTATION AND PEAK FLOWS FROM	3ANK EROSION AND RIPARIAN LOSS/DAMAGE FROM 3ANGE USE. POSSIBLE PEAK FLOWS AND SEDIMENTATION FROM U/S FIRE.	SANK EROSION AND RIPARIAN LOSS/DAMAGE FROM SANGE USE. POSSIBLE SLUMP AND LOADED GULLY ROM UPSLOPE ROAD. POSSIBLE PEAK FLOWS AND SEDIMENTATION FROM U/S FIRE.	ANK EROSION AND LOSS OF/DAMAGE TO RIPARIAN FROM RANGE USE, CLEARING OF FAN, OWERLINE X-ING. POOSIBLE PEAK FLOWS, SEDIMENT DELIVERY DUE TO U/S FIRE. LOW WATER EVELS AND LOSS OF POOLS DUE TO AGGRADATION.	LOSS OF COMPLEXITY/SINUOSITY/LWD ABOVE EROW CONFLUENCE = LOSS OF HOLDING/REARING IABITATS. WATER LEVELS NEGLIGIBLE AT IASEFLOWS. LOSS OF RIPARIAN IN SECTIONS HANNELIZING @ RAILWAY X-ING. POSSIBLE ACCESS PROBLEMS THRU HIGHWAY CULVERT.	Major Habitat Impacts	58		-000-000-000-000 orthing: 665559
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NONE	UNKNOWN-DETAILED ASSESSMENT REQUIRED ATA M TO DETERMINE INTERACTION OF HYDROLOGY AND SL PROCESSES AND SOURCE OF IMPACTS.	TO DETERMINE INTERACTION OF HYDROLOGY AND SL PROCESSES AND SOURCE OF IMPACTS.	UNKNOWN-DETAILED ASSESSMENT REQUIRED ATA MII	NONE			NONE	UNKNOWN-DETAILED ASSESSMENT REQUIRED AT A MII TO SEPARATE POSSIBLE PEAK FLOWS AND FIRE VS. RA USE VS. LAND CLEARING IMPACTS	UNKNOWN-DETAILED ASSESSMENT REQUIRED AT A MII TO SEPARATE POSSIBLE PEAK FLOWS AND FIRE VS. RA USE VS. LAND CLEARING IMPACTS	UNKNOWN-DETAILED ASSESSMENT REQUIRED AT A MIN TO SEPARATE POSSIBLE PEAK FLOWS AND FIRE VS. RA USE VS. LAND CLEARING IMPACTS	RECONNECT O/C AREA TO CHANNEL AND MAINTAIN FLC FOR ACCESS. REPLACE CULVERT @ HIGHWAY WITH O BOTTOMED CV OR BRIDGE IF AN ACCESS PROBLEM. O OPPORTUNITIES UNKNOWN UNTIL DETAILED ASSESSME COMPLETE.	Restoration Opportunities			

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POSSIBLE ACCESS PROBLEMS BETWEEN LAKE AND CREEK DUE TO DAM. POSSIBLE IMPACTS OF DAM ON CREEK HYDROLOGY.	OF RIPARIAN, FELLING INTO STREAM=LOG JAMS. ICHANNEL AND RIPARIAN IMPACTS FROM POSSIBLE PEAK FLOWS.	LOSS OF O/C ACCESS DUE TO AGGRADATION. ERODING BANKS AND AVULSIONS DUE TO LOGGING	LARGE AREAS OF LOGGED/RANGE LAND TO LIP OF CANYON MAY BE INCREASING WATER DRAINAGE OVER UNSTABLE SLOPES. POSSIBLE HIGHER PEAK FLOWS DUE TO U/S LAND CLEARING.	INSTABLETT, BANK ENOSION, INCISION, THISTABLETT, BANK ENOSION, INCISION, AND THISTFORD HAS LED TO SEDIMENTATION AND POOL IN FILLING, LOSS OF SINUOSITY/COMPLEXITY, AND COMPACTION. SECTIONS OF RIPARIAN DAMAGED. POSSIBLE HIGHER PEAK FLOWS.	FAN CLEARING FOR RANGE-USE = HIGH LATERAL	Major Habitat Impacts	48	0-000-000-000-000 lorthing: 660794	
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SECURE FISH ACCESS TO LAKE AND ENSURE BUFFERING OF WATER LEVELS FOR CHANNEL STABILITY AND HABITAT PROTECTION.		RIPARIAN RESTORATION. RECONNECT CHANNEL TO FLOODPLAIN IN SPECIFIC AREAS.	UNKNOWN.	מפטר אבא וב דיטטר אאטו א ז איזע בא ובאבר כטאוייבאנו ץ.	BANK STABILIZATION AND RIPARIAN RESTORATION.	Restoration Opportunities			

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INDICATES MASS MOV'T POTENTIAL. LOWER INTENSITY RANGE USE WITH CORRESPONDINGLY REDUCED LEVEL OF IMPACT.	CREEP ON CLEARED SLOPES ABOVE CREEK	INDICATES MASS MOV'T POTENTIAL. HEAVY RANGE USE = LOSS OF RIPARIAN FUNCTIONS, BANK EROSION, COMPACTION, AGGRADATION, WATER QUALITY CONCERNS. SEVERAL ATV/CATTLE CROSSINGS ARE POINT SOURCES OF SEDIMENT.	CREEP ON CLEARED SLOPES ABOVE CREEK	FUNCTIONS, BANK EROSION, AGGRADATION, WATER QUALITY CONCERNS. LOSS OF RIPARIAN FUNCTION + BANK EROSION AT POWERLINE X-ING.	HIGHWAY = COMPACTION, LOSS OF RIPARIAN	CULVERT AT HIGHWAY CROSSING MAY BE A	Major Habitat Impacts	0-000-000-000 0-000-000 670288
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	STABILIZE CREEPING HILLSLOPES. RIPARIAN RESTORATION.	BRIDGE INSTALLATION AT CATTLE/ATV CROSSINGS	STABILIZE CREEPING HILLSLOPES. RIPARIAN RESTORATION.		BANK ARMOURING AT RANGE USE/POWERLINE X-ING.	REPLACE CULVERT WITH OPEN BOTTOM STRUCTURE IF	· Restoration Opportunities	

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Detail Sub Basin Number Name **Overview - Preliminary Habitat Assessment Report** Form Number: N 4 ω NTS Maps (1:50,000) : 12 Watershed Name: Watershed Code: UTM Zone: Reach Numbe ---ω N Section Channel ENTER 8 ⋗ 9 EMERSON CREEK RPCW SPBW RPCW RPCW Туре BGGS Maps (1:20,000) : Easting: Channel Habitat Upslope Stability Value Impact ⋗ ⊳ S S 6035783 I Σ ---Ζ **r**--I 93L046 93L045 Northing: ONE, POTENTIALLY TWO, SLIDES FROM THE TELKWA FSR MAIN. CHANNELIZING AT THE RAILWAY AND FSR IS CAUSING AGGRADATION UPSTREAM AND HIGHER WATER VELOCITIES IN THE CHANNELIZED SECTION NONE LIKELY NONE OBSERVED. RECIEVING SEDIMENT FROM LARGE SLIDE UPSTREAM (REACH 2), SO COMPACTION AND SMOTHERING OF GRAVELS IS LARGE SLIDE FROM FIRE BREAK AT UPSLOPE CUTBLOCK (OPENING #12) 641953 Major Habitat Impacts **Priority Restoration Opportunities** Ι I -NONE NONE CREATE HABITAT COMPLEXITY AND RENERGY DISSIPATION AT THE CHANNELIZED SECTION. STABILIZE UPSLOPE SEDIMENT INPUTS STABILIZE UPSLOPE AREA

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57	4	ω	2		Detall Sub Basin Number Name	NTS Maps (1)	Form Number:
2	2	2			Reach Numbe	50,000) :	Watershed Watershed UTM
0	œ	A	œ	A	Section	ENTER	Name: Code: Zone:
CPCW	CPCW	CPCW	RPCW	CPCW	Channel Type	Becos	00CKRILL CR
S	s	s	Þ	D	Channel Stability	Maps (1	EEK 20000-00
I	I	Μ	т	3	Habitat Value	:20,000)	000-0000
z	Z	M	Z	F	Upslope Impact	9310	
NONE	VONE	NONE	WO CUTBLOCKS (OPENINGS #11, 14) WITH OGGING TO STREAMBANKS CAUSING INCREASES N LATERAL MOVEMENT AND ERODING BANKS.	HANNELIZED AND DIVERTED AT AND BELOW FSR SRIDGE CAUSING LOSS OF HABITAT COMPLEXITY, OOL HABITAT. AGGRADATION ABOVE AND BELOW SR BRIDGE	Major Habitat Impacts	47	-000-000-000-000 orthing: 640775
-	-	-	Z	т	Priority		
NONE	NONE	NONE	RIPARIAN PLANTING AND BANK STABILIZING AT ERODING BANKS AND CONIFER RELEASE IN RIPARIAN/RIPARIAN RESTORATION THROUGHOUT CUTBLOCK MARGINS	RESTORATION OF NATURAL CHANNEL GEOMETRY, OR HABITAT COMPLEXING	Restoration Opportunities		

Overview - Preliminary Habitat Assessment Report

Appendix 3 Harcopies of GIS Maps

Appendix 6

Oblique Photos



Plate 1: Mouth of the Mid (or Upper)- Bulkley River at the Morice River confluence. Locally known as "The Forks". This is an important holding area for many of the anadromous species using the Upper Bulkley.



Plate 2: Representative photo of Reach 1 (taken at near baseflow conditions on October 2, 1997).



Plate 3: Large rotational clay slump at the Michelle Bay FSR. Occurred at a culvert for a small intermittent unnamed creek and was likely caused by the geotechnical and/or hydraulic failure of the fine-textured fill.



Plate 4: A large ground and surface water-fed sidechannel of Reach 1 which has been cutoff from the mainstem for fish access. Locally known as "Silverthorne" because Silverthorne Creek was diverted into this area from the Morice watershed.



Plate 5: Reactivated offchannel area behind Paul's Automotive. Reactivated during the spring flood of 1997. The reactivation of relic channels is an internal sediment source.



Plate 6: Powerline crossing of Bulkley River at Houston showing an actively eroding section on the cleared slope.



Plate 7: Bank erosion on a bend at cleared land in Reach 2. Note the height of banks relative to width of channel and deposition of fines in point bars downstream (foreground). Taken at midflow conditions in July, 1997.



Plate 8: Unstable aggradation occurring behind a CNR railway bridge pillar in Reach 2 near Houson. Deposited just downstream of a rip-rapped bend.

Appendix 6



Plate 9: Large, valley-bottom log jam at the upstream end of a channel island showing dewatered sidechannel. Typical lateral activity for a meandering gravel/sand bed channel such as the Mid-Bulkley. These log jams create good rearing habitat for juveniles, especially in such a reach which may be limited in near-bank habitat.



Plate 10: Mouth of a large avulsion which occurred in Reach 2 between Knockholt and Houston (see plates 26-27 of Bulkley River photo mosaics).



Plate 11: Typical oxbow which has either limited or no access to fish and floodwaters due to floodplain development of the railway and highway corridors. Reach 2, Bulkley River.



Plate 12: One of two major log jams which threatened or damaged property during the spring flood of 1997. The log jam was removed by heavy equipment working in the stream and LWD was moved to the side of the river. The wood remains in the confines of the active channel width, as does the large sediment wedge which built up behind it. (see plates 84-85 of Bulkley River photo mosaics)



Plate 13: An area of good, clean uncompacted spawning gravels were found just downstream of the CN Log Jam, and are now threatened due to the large, exposed sediment wedge.



Plate 14: Mouth of Buck Creek.



Plate 15: Upstream end of avulsion in Buck Creek Reach 1A, with log jam in foreground.



Plate 16: Extensive bank erosion downstream of the channelized section of Buck Creek (Reach 1B).



Plate 17: Representative photo of Reach 1B (channelized section) of Buck Creek. Taken at near baseflow conditions, October, 1997.



Plate 19: Slide scarp of large rotational slump above Buck Creek, Reach 1C. The slump is occurring at the edge of a suburban road along the lip of the slope. It is shows high connectivity to the active channel of Buck Creek.



Plate 20: Reach 2 of Buck Creek, showing powerline crossing and gravel quarries. The right-of-way is eroding from runoff being concentrated down the road to the creek crossing (to the left of the photo).



Plate 21: Large grassy slope below gravel quarry showing the recently revegetated slip surface of a slide into Buck Creek. Adjacent slopes showed signs of movement as well.



Plate 22: Powerline access road in Reach 2, Buck Creek, eroding due to concentration of runoff. An external source of fine sediment.



Plate 23: Representative photo of Reach 4 below the first Buck Flats Road bridge.



Plate 24: Road adjacent to Buck Creek in Reach 4B eroding directly into creek.



Plate 25: Representative photo of Reach 5, Buck Creek.



Plate 26: Old bridge abutment at the second Buck Flats Road bridge is wasting into the creek.



Plate 27: Extensive rip-rapped section of Reach 6, Buck Creek along the Buck Flats road.



Plate 28: Aerial view of the Buck Creek portion of the Swiss Fire (the creek is visible to the left).



Plate 29: Extensive logging above Goosly Lake.



Plate 30: Representative photo of Upper Buck Creek, Reach 11B.



Plate 31: Erosion and bank instability below FSR crossing of Unnamed Creek draining from the southwest into the top of Reach 11, Upper Buck Creek.



Plate 32: Failing crossditch line on FSR delivering sediment to Upper Buck Creek, Reach 11B.



Plate 33: Failing slope above culvert on FSR is a source of fines to Upper Buck Creek, Reach 11B.



Plate 34: Large mass movement from the farm road upslope of Dungate Creek, Reach 1 (to the North) into the floodplain.



Plate 35: The first set of impassable falls on Dungate Creek, Reach 2. Note overhanging section and absence of ledges/pools which is the crux to fish passage.



Plate 36: 1:50 000 air photo of slide from road into unnamed creek (orange=FSR, yellow=slide, purple=Equity Mine Road, red=Dungate Creek).



Plate 37: Representative photo of Klo Creek, Reach 2. Path of a gully failure from an upslope clearcut is indicated by the black line.



Plate 38: Mosaic of large gravel quarry located in the headwaters of Klo Creek. Dead standing timber from the Paul Fire can be seen in the background overtopping the regen.



Plate 39: Representative photo of Richfield Creek, Reach 1.



Plate 40: Large slump at the Reach ½ break of Richfield Creek. Note the numerous active blocks below the bottom slide scarp. Cattle use the benches of this slide for passage across and down to the waterline.



Plate 41: Representative photo of Reach 2, Richfield Creek.



Plate 42: Impassable falls located at the end of Reach 2A, Richfield Creek.



Plate 43: Eroding fire break in the headwaters of Redtop Creek is causing a debris torrent into the forest below the Granisle Highway crossing. This erosion is entering a large wetland complex at Redtop Creek, but the capacity of this wetland for sediment storage is unknown.



Plate 44: Debris torrent fan below Granisle highway. Note that the bottom sections of the tree trunks are buried. The fan was approximately 10 metres wide at its snout. This is not an appreciably large torrent, but may be a persistent problem over many years to come.



Plate 45: Eroding fire break at clearcut in the headwaters of Robert Hatch Creek which delivers sediment into a wetland area behind a beaver dam. The water running over this fire break is Robert Hatch Creek.



Plate 46: Mouth of Johnny David Creek.



Plate 47: Highway culvert on Johnny David Creek. This culvert does not appear to be a barrier due to gradient and height of inlet/outlet above the channel surface. It may be impassable due to water velocities at higher flows and water levels at low flows. Photo taken at low flows.



Plate 48: Cattle crossing at Johnny David Reach 1. Representative substrate and riparian condition are illustrated here. Taken at low flow conditions.


Plate 49: Extensive erosion of the North Road FSR fill slope into an intermittent Unnamed tributary to Johnny David Creek. The fill slope is eroding on both sides of the crossing due to use of relatively fine-textured fill.



Plate 50: Old skid trail leading down into intermittent Unnamed tributary to Johnny David Creek at North Road FSR is eroding into the channel.



Plate 51: Culvert at highway crossing on Byman Creek. This culvert appears to be passable as a function of height above the water surface, length, diameter, and gradient. It is suspected to be a barrier due to water velocities at high flows and water levels at low flows.



Plate 52: Blocked culvert to downstream end of offchannel area on Byman Creek. The other side of the culvert is high and dry.



Plate 53: Representative photo of Reach 1, Byman Creek. Photo taken at baseflow conditions (September, 1997).



Plate 54: Debris torrents and flows at Byman Creek, Reach 3 in the Row fire area. This activity occurs at or just below the lip of the canyon. There has been extensive salvage logging here which may play a part in the landslide activity.



Plate 55: Representative photo of McQuarrie Creek, Reach 1. Taken in October, 1997 at mid to low flow conditions.



Plate 56: Culvert on McQuarrie Creek at the North Road FSR. This culvert may be a barrier to fish migration due to water levels and velocities, as well as length. It will definitely become more of a problem as height from the water surface to the culvert inlet increases due to downcutting. Note the already extensive erosion.



Plate 57: Aggradation above North Road FSR culvert on McQuarrie Creek. There is good fish habitat and minimal land-use from here to McQuarrie Lake provided that no barriers exist in the upstream canyon.



Plate 58: Barren Creek at the Bulkley River. Note that the mouth is heavily aggraded with fine material and one culvert is blocked in the background. These concrete culverts at the CN Rail crossing are very smooth and consequently water velocities will be high. They are also probably too undersized to facilitate fish passage in even normal bankfull flood events.



Plate 59: Copy of an air photo showing the oxbow that Barren Creek enters prior to its confluence with the Bulkley River. The area of interest and Barren Creek are delineated in red. The oxbow acts as a large settling pond for the creek, but the channel thread is now aggraded and anastomised. Access through this area, which is also heavily used for cattle ranching, is questionable.



Plate 60: Representative photo of Reach 1, Barren Creek upstream of the oxbow area. Taken at mid to low flow conditions, October, 1997.



Plate 61: Mass movement just upstream of the Reach ½ break on Barren Creek. The slide may have been caused by land clearing, as indicated by the secondary successional poplar forest above.



Plate 62: Culvert at North Road FSR crossing of Barren Creek. The culvert is thought to be a barrier to fish passage due to the absence of a plunge pool and the accumulation of rubble at the outlet, and height above the stream surface.



Plate 63: Falls just upstream of the Reach 2/3 break on Barren Creek. These falls are thought to be impassable due to height, gradient and distance between possible resting points. There is one overhanging section.

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Appendix 8

Time-Series Air Photos used in the Mid-Bulkley Overview FHAP

Flightline	Year	Scale	Photo #'s	Waterbody
BC7333	1973	1:10 000	71, 74, 105, 251	Buck Creek, Bulkley Reach 1B
BC7359	1973	1:10 000	181	Buck Creek
BC7360	1973	1:10 000	70	Buck Creek
BC7727	1977	1:10 000	1-4, 85, 86, 88	Aitken Creek, McKilligan Creek
BC7728	1977	1:10 000	78, 79, 114, 115	Barren Creek, Bulkley Reach 2
BC7735	1977	1:10 000	77-81	Richfield, Robert Hatch, Johnny David,
				Byman, McQuarrie Creeks
BC7745	1977	1:10 000	93-96	Richfield, Robert Hatch, Johnny David,
				Byman Creeks
BC86072	1986	1:50 000	41, 42, 59	Buck Creek
BC87062	1987	1:50 000	31, 32, 35-38, 120, 121,	All
			124-126, 139-141, 148	
30BCB91181	1991	1:10 000	95, 137, 143, 225, 264, 267	Buck, Aitken, McKilligan Creeks
30BCB91182	1991	1:10 000	10, 32, 48, 96, 120, 172, 174,	Richfield, Robert Hatch, Johnny David,
			176, 177, 217, 220, 222, 225	Byman, McQuarrie, Aitken, Emerson,
				Dockrill Creeks

Time-Series Air Photos used in the Mid-Bulkley Overview FHAP

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Appendix 9

Stream/Riparian Classifications for Known Fish Bearing Stream Reaches

Stream/Riparian Classifications for Known Fish Bearing Stream Reaches*

Waterbody	Reaches	Stream Classification	
Bulkley River	all	S1	
Buck Creek	1-2	S1	
	3A-8B	S2	
	11	S2	
Barren Creek	1-2A	S2	
Aitken Creek	3	S2	
McQuarrie Creek	1-2B	S2	
Byman Creek	1A	S2	
Richfield Creek	1-2A	S2	

* Classified as per the methods outlined in the *BC Forest Practices Code Riparian Management Area Guidebook* (pages 4-7)