

BRITISH COLUMBIA MINISTRY OF FORESTS: POST-WILDFIRE NATURAL HAZARD RISK ANALYSIS

LEVEL 2 RECONNAISSANCE REPORT – V10742 BRUNSWICK CREEK

NOTE: The results given on this form are reconnaissance in nature and are intended to be a warning of potential hazards and risks. It is not a detailed risk analysis, and further work may alter the conclusions. Please read the appendix of this report for important limitations. Contact the author for more information.

FIRE NUMBER/STATUS: V10742 Brunswick Creek / Out of Control as of September 1, 2026		FIRE YEAR: 2026	DATE OF FIELD REVIEWS: July 27, August 8, 13, and 16, 2026 DATE OF REPORT: September 1, 2026
AUTHOR: Gareth Wells, M.Sc., P. Geo., Geomorphologist, Thompson Okanagan Region, South Area			
REPORT PREPARED FOR: Coastal Fire Center (CFC)			
Fire Size: 9,267 ha (as of August 31, 2026)	Location: The fire is located on the west side of the Fraser River, between China Bar and the Nahatlatch River.		Land Ownership: The fire is located on Scaucy No. 5, Shrypttahooks No. 7, Kopchitchin No. 2, Chaumox No. 11, Speyum No. 3, private land, and provincial public lands
POTENTIAL ELEMENTS AT RISK: 1. Private properties 2. First Nations Reserve lands at Scaucy No. 5, Shrypttahooks No. 7, Kopchitchin No. 2, Chaumox No. 11, and Speyum No. 3 3. Green Ranch Road, Chaumox Road, 4 Barrel Road, Scuzzy Forest Service Road (FSR), and North Bend FSR 4. CPKC railway 5. Water resources and infrastructure in the North Bend Community Watershed 6. Other water licenses and points of diversion within or downslope of the fire perimeter			
WATERSHEDS AFFECTED:	TOTAL AREA (ha)	WATERSHED AREA BURNED	AGGREGATE BURNED AT MODERATE AND HIGH SEVERITY
Scuzzy Creek	23,173	5% (1,217 ha)	4% (983 ha)
Hallisey Creek	93	60% (55 ha)	25% (23 ha)
Hallecks Creek	458	35% (160 ha)	18% (82 ha)
Gowen Creek	348	44% (154 ha)	32% (118 ha)
Brunswick Creek	520	69% (357 ha)	55% (285 ha)
Terence Creek	355	72% (254 ha)	56% (199 ha)
Cosar Creek	266	81% (215 ha)	60% (160 ha)
Speyum Creek	1,519	41% (628 ha)	35% (525 ha)
Nepopulchin Creek	1,439	28% (409 ha)	24% (339 ha)

OVERVIEW:

The Brunswick Creek Fire has burned 9,267 ha on the west side of the Fraser River opposite China Bar tunnel to the south and the Nahatlatch River to the north. The fire is still classified as out of control and expected to grow. Aerial reconnaissance of the Brunswick Creek Fire was conducted on July 27, 2026, and field assessments were conducted on August 13 and 16, 2026.

The wildfire perimeter spans an area approximately 21 km long and between 2–7 km wide. The eastern (lower) fire perimeter extends downslope to the Fraser River and across a series of fluvial terraces adjacent to the river. The western (upper) perimeter extends up into alpine terrain around Mount Laughlan, around 2,000 m asl, and across the upper catchments of a series of named creek catchments, which drain east into the Fraser River. The northern fire perimeter extends to the Nahatlatch River and Fraser River confluence and into the 2023 Kookipi Creek Fire perimeter. The southern fire perimeter extends into the Scuzzy Creek watershed and slightly further south into a series of steep unnamed catchments directly above the Fraser River and adjacent to China Bar.

From south to north Scuzzy Creek, Hallecks Creek, Hallisey Creek, Gowen Creek, Brunswick Creek, Terence Creek, Cosar Creek, Nepopulchin Creek and Speyum Creek flow east through the Brunswick Creek Fire perimeter to the Fraser River. The Nahatlatch River also flows east into the Fraser River, outside the northern fire perimeter. There are also many unnamed creeks located along the hillside between North Bend and Chaumox, which generally drain smaller watersheds or face unit slopes between larger named watersheds.

The northwest edge of the Brunswick Creek Fire overlaps with the southeastern edge of the (2023) Kookipi Creek Fire (V11337), which burned over 17,000 ha (170 km²) in the Nahatlatch River watershed and other named watersheds on the east and west side of the Fraser River Canyon. Within the Brunswick Creek Fire perimeter, the CPKC railway extends from north to south crossing a series of fluvial terraces or steeper escarpment slopes at terrace edges. Between North Bend and Scuzzy Creek, the CPKC railway moves onto steep rocky terrain just above the Fraser River as the Fraser Canyon walls tighten and become steeper. Green Ranch Road extends south through the fire perimeter from North Bend into the Scuzzy Creek watershed where the Scuzzy FSR continues west. Chaumox Road extends north from North Bend through the fire perimeter towards the Nahatlatch River FSR. There are many smaller access roads within North Bend and Chaumox including the North Bend FSR and a series of resource roads or trails that wind their way up the hillside through the fire perimeter.

SUMMARY OF TERRAIN CONDITIONS, THE EFFECTS OF THE FIRE, AND PREVIOUS FIRE ACTIVITY IN THE SURROUNDING AREA:

The terrain along western sidewall of the Fraser Canyon, surrounding Chaumox and North Bend, is generally rather steep and bedrock controlled with an irregularly benched profile and gentle to moderate sloping areas in hanging valleys at higher elevations or across terraces adjacent to the Fraser River. The upper elevations of the hillside, towards Mount Laughlan, extend up into the alpine beyond 2,000 m asl where there are a series of hanging valleys. Numerous named watersheds descend more than 1,000 m in elevation across the east-aspect hillsides to the Fraser River. These watersheds have been incised to varying degrees by dendritic stream gully systems.

Deep glacial sediments composed of glaciofluvial material, or in some places glaciofluvial interbedded with glaciolacustrine material, are present in terraces in the area surrounding North Bend and Chaumox. Since deglaciation, the streams above Chaumox and North Bend have deposited alluvial and colluvial sediments forming fans at the toe of the hillside on top of the Fraser River terraces, and then subsequently incised down through their fans and terraces as the base level of the Fraser River dropped to its current level. Gently sloping terraces are separated from the Fraser River by moderately steep to steep escarpment slopes that are typically no more than 100 m in length. Downstream of Boston Bar towards Scuzzy Creek the Fraser River flows in a narrow, bedrock-controlled canyon where the valley sidewalls are steep and rugged, with extensive colluvial deposits.

The vegetation burn severity mapping attached to this report reflects current conditions as of July 30th, 2026, and does not incorporate fire growth since then. Updated vegetation burn severity mapping will be

provided once the fire reaches the “being held” stage. Across the fire perimeter, vegetation burn severity generally includes a mix of low and moderate severity with increasing proportions of moderate and high severity as elevation increases (see attached V10742 Vegetation Burn Severity Map). The burn severity mapping used for this analysis was corroborated with visual observations made during a helicopter overflight and during the field assessment. Vegetation and soil burn severity was examined at many locations throughout the fire perimeter. Overall, the mapped vegetation burn severity was found to be broadly consistent with the vegetation burn severity observed in the field. A soil burn severity assessment was conducted by the BCWS Rapid Ecological Assessment Procedure (REAP) program, which found that soil burn severity ratings were typically within one class of the vegetation burn severity. Generally, areas with high vegetation burn severity only experienced moderate soil burn severity; however, some areas with low vegetation burn severity exhibited moderate soil burn severity. Localized areas exhibiting both high soil burn severity and high vegetation burn severity were documented in the field during fieldwork.

During the Kookipi Creek Fire in 2023 portions of the Nahatlatch River watershed and face-unit slopes on the east and west side of the Fraser River were burned extensively at moderate or high severity. Approximately a year after the Kookipi Creek Fire, a rainfall event on August 10, 2024, triggered numerous post-fire geohazards, including debris flows on an unnamed creek that crosses Chaumox Road to the south of the confluence between the Nahatlatch and Fraser Rivers. At least six debris flow or mud flow events were recorded in areas impacted by the Kookipi Creek Fire during the August 2024 rainstorm, which brought intense, short duration rainfall to the region. This indicates the wider area’s susceptibility to post-fire debris flows triggered by convective summer storms. Many named creeks within or immediately adjacent to the Brunswick Creek Fire perimeter were subject to extensive landsliding, debris flows and debris floods during the highly destructive November 2021 atmospheric river event. This includes the Nahatlatch River, Scuzzy Creek, Hallecks Creek, Hallisey Creek, Gowen Creek, Brunswick Creek, Speyum Creek and a series of unnamed streams that drain face-unit slopes between Chaumox and North Bend. The events that occurred during the November 2021 atmospheric river are discussed for each assessed watershed in the following sections, below.

In summary, the area in and around the Brunswick Creek Fire has an extensive history of wildfire and natural hazards, including recent post-fire debris flows and debris floods, and recent non-fire related landslides, debris flows or debris floods. Many of the areas impacted by wildfire along the Fraser Canyon, and particularly those in the past decade, have experienced rainfall triggered post-wildfire debris flows and debris floods damaging infrastructure in the years thereafter. Evidence drawn specifically from the Kookipi Creek Fire indicates that short duration high intensity rainfall during the summer months can trigger post-fire geohazards; however, in the wider region between Scuzzy Creek and Lytton, the dominant triggering mechanism for both fire related natural hazards and non-fire related natural hazards appears to be long-duration rainfall events in the late fall (i.e., November).

Watershed	Area (km ²)	Min elevation (m)	Max elevation (m)	Stream length (km)	Melton ratio	Anticipated hydrogeomorphic events
Hallecks Creek	4.58	109	1,694	5.06	0.74	Debris flows/debris floods
Hallisey Creek	0.93	161	1,348	1.60	1.23	Debris flows/debris floods
Gowen Creek	3.48	108	1,761	5.16	0.89	Debris flows/debris floods
Brunswick Creek	5.2	108	1,806	6.02	0.74	Debris flow
Terence Creek	3.55	109	1,584	2.91	0.78	Debris flows/debris floods
Cosar Creek	2.66	115	1,662	3.44	0.95	Debris flows/debris floods
Nepopulchin Creek	14.39	117	2,214	9.75	0.55	Debris flow/ debris flood
Speyum Creek	15.19	115	2,297	10.02	0.56	Debris flows/debris floods
Unnamed Creek A	1.61	106	1,792	1.72	1.33	Debris flow
Scuzzy Creek	231.7	96	2,217	27.40	0.14	Flood

IMPACTED WATERSHED SUMMARY:

Hallecks Creek

Hallecks Creek is a ~4.5 km² watershed situated on the face-unit slope above North Bend. The creek has a fairly long, narrow watershed with two main branches in its upper catchment; a northern branch with a system of steep gullied slopes, signs of historic resource development and slope instability, and a southern branch that extends up to a small lake situated up on the upper ridgeline at ~1,440 m asl. At the toe of the hillside Hallecks Creek has formed a substantial fan atop the Fraser River terrace upon which North Bend is situated. There is residential development across the lower portion of the fan surface and Chaumox Road crosses the as it enters North Bend. The upper portion of the fan is substantially forested with limited development.

From the fan apex Hallecks Creek turns sharply south and runs along the southwestern fan margin at the toe of the hillside via a constructed channel. The constructed channel intersects Green Ranch Road and then the creek continues beneath CPKC railway before reaching the Fraser River. During periods of lower flow Hallecks Creek appears to transition to subsurface flow part way down the fan via infiltration into the glaciofluvial terrace sediments. A second, unnamed creek joins Hallecks Creek immediately upstream of Green Ranch Road. The combined flow from Hallecks Creek and the second unnamed creek is conveyed under Green Ranch Road through a metal culvert. The crossing structure at the CPKC railway is a concrete arch culvert. As indicated above, there are numerous private properties located on the Hallecks Creek fan along Chaumox Road, Campbell Road, and North Bend Post Office Road, and numerous active water licenses on the creek itself.

Historical reports indicate that Hallecks Creek experienced debris flows in 1989 depositing between 7,000 m³ and 10,000 m³ of material on the upper fan surface and a second, smaller debris flow event in 1990. These events are believed to have been triggered by landslides in the middle watershed. Test pitting conducted on the Hallecks Creek fan in 2018 indicate that multiple debris flows have deposited material on the fan over a period of about 2,500 years. During the damaging November 2021 Atmospheric River event Hallecks Creek experienced a moderate sized debris flow, which was substantially contained in the existing diversion channel.

The Hallecks Creek watershed was substantially impacted during the Brunswick Creek Fire. Around 35% of the watershed was burned during the fire and 17% of the watershed was burned at moderate or high severity. The area around the fan apex appears to be unburned and fire impacts increase upslope in the catchment with larger swaths of moderate vegetation burn severity and discrete patches of high vegetation burn severity on the steep sidewalls that flank the main creek channel.

Hallisey Creek

Hallisey Creek is a relatively short and narrow watershed located on the face-unit slope immediately above North Bend. It has a short, straight channel that is moderately incised into bedrock and well-confined with long, steep gradient sidewalls.

At the toe of the hillside Hallisey Creek flows out across a ~3 ha fan. The creek intersects several roads, including North Bench Crescent, before winding its way down to the Fraser River. Test pitting conducted on the Hallisey Creek fan reveals a history of debris flows with multiple debris flow deposits recorded over a period of 1,500 years or more. During the damaging November 2021 Atmospheric River event a debris flood occurred along Hallisey Creek, and the creek avulsed travelling south along a road.

There are numerous residential properties located along North Bend Crescent on the Hallisey Creek fan and numerous active water licenses on the creek itself. Sixty percent of the Hallisey Creek watershed was burned during the Brunswick Creek Fire and 25% of the watershed was burned at moderate or high severity. Portions of the lower watershed to around 450 m asl appear to be unburned or burned at low severity with some isolated moderate severity patches. The upper catchment of Hallisey Creek appears to be more consistently burned at moderate severity.

Gowen Creek

Gowen Creek is 3.48 km² watershed immediately north of Hallisey Creek and above North Bend. The creek is steep and relatively straight with two main branches in its upper catchment; a northern branch which extends up into an alpine area with mature timber, and a southern, shorter branch with historic resource development. The North Bend FSR crosses the upper watershed, as do several smaller resource roads. At the toe of the hillside Gowen Creek intersects Chaumox Road and the CPKC railway before reaching the Fraser River. The Chaumox Road crossing was rebuilt as a clear span bridge following a debris flood during the November 2021 Atmospheric River event. The CPKC railway crossing is believed to be a culvert structure and deep fill. Forty-four percent of the Gowen Creek watershed was burned during the fire and 34% was burned at moderate or high severity.

Brunswick Creek

Brunswick Creek is a 5.2 km² watershed located to the north of Gowen Creek, between North Bend and Chaumox. The watershed is long and narrow watershed extending up several kilometers into a narrow hanging valley above 1,300 m asl. The creek is deeply incised into the hillside and well-confined down to the Fraser River. The Chaumox Road crossing at Brunswick Creek is a clear span bridge and the CPKC railway crossing includes multiple culverts and a deep fill. The Brunswick Creek crossing at Chaumox Road was impacted by a debris flood during the November 2021 Atmospheric River event. The CPKC railway at Brunswick Creek appears to have been substantially reconstructed following that event. Sixty-nine percent of the watershed was burned during the 2026 fire with 55% of the watershed burned at moderate or high severity.

Terence Creek

Terence Creek is a 3.55 km² watershed located between Brunswick Creek and Cosar Creek. It drains an east aspect face-unit slope above Chaumox Road and flows into the Fraser River. The North Bend FSR climbs up the hillside via a series of switchbacks through southern portions of the Terence Creek watershed and there is some historic logging in the upper catchment. Two recent landslides are visible in a cutblock in the upper Terence Creek catchment and these failures are believed to coincide with the November 2021 Atmospheric River event.

Terence Creek has a relatively straight channel in a deep, steep sided gully. The creek has formed an alluvial fan at the gully outlet slightly upslope of the powerline right-of-way that extends down to Chaumox Road and beyond towards the CPKC railway. Below the railway Terence Creek is incised into the fluvial terrace as it descends towards the Fraser River. Terence Creek reportedly experienced a debris flow during

the November 2021 Atmospheric River event. Seventy-two percent of the watershed was burned in the Brunswick Creek Fire and 55% of the watershed was burned at moderate or high severity.

Cosar Creek

Cosar Creek is a 2.66 km² watershed situated on the east-aspect face unit slopes between Chaumox and North Bend. The creek is deeply incised into the hillslope with steep gradient sidewalls across its middle reaches. At the toe of the hillside the creek flows along the southern margin of a small fan and continues down to the Fraser River in a well-confined channel. The Chaumox Road crossing at Cosar Creek consists of two culverts. The crossing structure at the CPKC railway is unknown and presumed to be a culvert.

Eighty-one percent of the Cosar Creek watershed was burned during the Brunswick Creek Fire, and 60% of the watershed was burned at moderate or high severity.

Nepopulchin Creek (McCarthy Creek)

Nepopulchin Creek is a 14.55 km² watershed that extends up towards the peak of Mount Laughlan. There are two hanging valleys in the upper watershed; a shorter southern valley with a prominent cirque headwall and extensive rockfall deposits, and a southern, longer valley that extends due west towards Mount Laughlan. Both upper valleys have signs of previous resource development, including recently harvested cutblocks. The middle reaches of Nepopulchin Creek are well-confined in a wide, deep draw with steep sidewalls. The channel appears to be well-confined in its draw down to the toe of the steep hillside, past the powerline right-of-way, to Chaumox Road where there is a clear span bridge, and downstream to the CPKC railway where it crosses beneath the tracks via a culvert before reaching the Fraser River.

Nepopulchin Creek reportedly experienced a debris flood during the November 2021 Atmospheric River event impacting Chaumox Road. Twenty-eight percent of the watershed was burned during the Brunswick Creek Fire, and 24% of the watershed burned at moderate or high severity.

Speyum Creek

Speyum Creek is a 15.19 km² watershed immediately north of Nepopulchin Creek, between North Bend and Chaumox. A hanging valley in the upper watershed that extends up to the peak of Mount Laughlan. The middle watershed beneath the hanging valley is rugged with vast areas of exposed bedrock, steep gullied slopes and expansive colluvial deposits. Chaumox Road and the CPKC railway cross Speyum Creek 330 m and 100 m upslope of the Fraser River, respectively. Speyum Creek splits into two separate channels as it approaches Chaumox Road. The southern channel has a clear span bridge, and the northern channel includes several culverts. The CPKC rail crossing consists of a culvert with a deep fill.

Previous reports indicate that Speyum Creek experienced a debris flow during the 2021 Atmospheric River event. Forty-one percent of the watershed burned during the Brunswick Creek Fire, and 35% of the watershed was burned at moderate or high severity. The most substantial fire impacts are clustered along steep-sided gullied terrain in the middle reaches of the watershed and south-aspect slopes of the hanging valley in the upper watershed.

Unnamed Creek A

Unnamed Creek A drains a face-unit slope above Chaumox between Speyum Creek and the Nahatlatch River. The catchment area is narrow and irregularly benched in profile with moderately steep slopes. Chaumox Road crosses Unnamed Creek A at the toe of the hillside on gently sloping terrain.

The creek draining this face unit slope experienced a debris flow during the November 2021 Atmospheric River event damaging Chaumox Road and depositing material across private property downslope of the road. Runoff during the event continued across the private property to the CPKC railway.

Eighty-six percent of the watershed for Unnamed Creek A was burned and 72% of the watershed burned at moderate or high severity.

Scuzzy Creek

Scuzzy Creek is a 232 km² watershed located southwest of North Bend on the west side of the Fraser River. The watershed is large and extends west towards the Lillooet Ranges with many substantial tributary streams, some of which are named. The watershed has an independent run of river hydro power facility on the mainstem and has undergone extensive forestry activity in the past. The CPKC railway crosses Scuzzy Creek at its confluence with the Fraser River and there is an extensive road network throughout much of the watershed, including the Scuzzy FSR.

The Scuzzy Creek watershed experienced more than thirty landslides or debris flows during the November 2021 Atmospheric River event. Many of these events initiated on the middle to upper slopes of the valley sidewalls and travelled the full length of the hillside to the valley bottom. The lower, northern, portion of the Scuzzy Creek watershed burned in 1985 and salvage harvesting of the burned timber appears to have occurred in the years thereafter.

Roughly 5% of the watershed burned during the Brunswick Creek Fire and 4% of the watershed was burned at moderate or high severity. These numbers are subject to increase following updated vegetation burn severity mapping, which reflects the fire's more recent growth since the vegetation burn severity mapping was completed.

Face-unit slope along the west-aspect hillside between North Bend and the Nahatlatch River

There are several face-unit slopes between North Bend and the Nahatlatch River that were impacted by the Brunswick Creek Fire. These face-unit slopes are separated by the larger named creeks described above. Towards the north end of the 2026 fire some of the face-unit slopes were also impacted by the 2023 Kookipi Creek fire. Fire impacts across the face units from the 2026 fire include pockets of low and moderate burn severity on the lowest portions of the slope that grade into high severity and moderate severity upslope. The face unit slopes are frequently drained by smaller, unnamed streams which flow out onto small fans on the fluvial terrace tops at the toe of the hillside.

SUMMARY OF POST-FIRE HAZARD AND RISK

1. Hazard = $P(H)$, the probability of occurrence of a hazardous event
2. Probability of spatial impact, $P(S:H)$, the probability of a hazard reaching or affecting an element at risk
3. Partial Risk, the probability of a hazard occurring and affecting an element at risk = $P(H) \times P(S:H)$
- 4: Location with the highest risk rating given; at other locations the risk may be lower

Debris flows, sediment laden floods, or nuisance flooding along unnamed face-unit slopes between the outlet of Hallecks Creek at the Fraser River and the southern end of the Fraser River bar named "Boston Bar" impacting Green Ranch Road, private property, Kopchitchin No. 2, or the CPKC railway.

Hazard $P(H)$ ¹ = **Moderate to High** Probability of Spatial Impact $P(S:H)$ ² = **Variable**
 Partial Risk^{3,4} = **Variable**

Between Hallecks Creek in North Bend and the Scuzzy Creek there is a 5 km long east-aspect face unit slope that descends to the Fraser River. Terrain across this hillside is irregularly benched in profile and undulating along contour with moderate or moderately steep slopes overall. Bedrock outcrops or knolls are common and there are scattered colluvial talus slopes. Green Ranch Road traverse the rocky hillside, and the CPKC railway crosses the bottom of this hillside, roughly 50-60 m upslope of the Fraser River. There are several parcels of private property at the base of this hillside (PIDs 014-750-660 & 014-749-521), including at least one residence on Kopchitchin No. 2. The burn severity across the hillside is a mosaic of moderate and high vegetation burn severity interspersed with pockets of low severity.

Due to the steep terrain and elevated proportion of moderate and high vegetation burn severity across the hillside, the likelihood of elevated post-fire runoff triggering nuisance flooding, sediment laden floods, or debris flows in stream channels is rated as high. The likelihood that these events reach Green Ranch Road

or private property adjacent to the road or the CPKC railway is rated as moderate to high, depending on the elements proximity to the toe of the hillside and local topography (e.g., fan surfaces). The resulting partial risks vary and are expected to be refined in forthcoming assessments.

Post-fire rockfall along these slopes is also likely to be elevated for some time.

Debris flows along Hallecks Creek impacting residential development on the fan, Chaumox Road, Green Ranch Road, as well as domestic water licenses/infrastructure (FVRD).

Hazard $P(H)^1$ = **High** Probability of Spatial Impact $P(S:H)^2$ = **Moderate to High**
 Partial Risk^{3,4} = **High**

Hallecks Creek flows from a narrow bedrock canyon down into North Bend and onto a substantial fan surface. Residential development has occurred on the lower and mid portions of the fan. From the fan apex the channel of Hallecks Creek has been diverted almost due south along the southwestern margin of the fan in a constructed channel. At the lower edge of the fan Hallecks Creek crosses Green Ranch Road before then crossing beneath the CPKC railway and continuing to the Fraser River.

Due to the extensive history of debris flows in the catchment, in combination with the proportion of the watershed impacted by Brunswick Creek Fire, the likelihood of fire-related debris flows is rated as high. Post-fire debris flows are anticipated to transport down to the fan where smaller events are expected to be conveyed south along the armored diversion channel, and larger events have the potential to avulse and travel east down a path/road. Domestic water infrastructure in and around the creek channel has a high spatial likelihood of impact. The spatial likelihood of impact for residences and roadways on the fan depends on the size of the debris flow event. Channel avulsion during a post-fire debris flow is rated as possible, but not probable.

Debris flows or debris floods along Hallisey Creek impacting residential development or roads on the fan, as well as domestic water licenses/infrastructure (FVRD).

Hazard $P(H)^1$ = **High** Probability of Spatial Impact $P(S:H)^2$ = **High**
 Partial Risk^{3,4} = **Very High**

Hallisey Creek flows down into the community of North Bend. Residential development is present across the creek's alluvial/colluvial fan. The creek crosses residential streets on the fan surface via a series of culverts before it begins incising down into a terrace surface as it descends towards the CPKC railway and the Fraser River. Hallisey Creek has an extensive history of debris flows and most recently a debris flood during the damaging 2021 Atmospheric River event.

Sixty percent of the watershed was burned during the Brunswick Creek Fire, with 25% of the watershed burned at moderate or high severity. The most significant fire impacts are clustered in the middle watershed on moderately-steep irregularly benched slopes adjacent to the main channel.

Due to the recent history of debris floods, historical evidence of debris flows, and the proportion of the watershed that was impacted by the fire at moderate or high vegetation burn severity, the likelihood of fire-related debris floods or debris flows is rated as high. The likelihood that a debris flood or debris flow impacts residential development on the fan and water licenses along the creek is also rated as high, resulting in a very high partial risk rating.

Sediment laden flows, nuisance flooding, and or landslides along face-unit slopes between Hallisey Creek and Gowen Creek impacting private property or Chaumox Road (FVRD).

Hazard $P(H)^1$ = **Moderate** Probability of Spatial Impact $P(S:H)^2$ = **Moderate**

Partial Risk^{3,4} = **Moderate**

The face-unit slopes between Hallisey Creek and Gowen Creek are irregularly benched in profile with moderate or moderately steep slope gradients. The burn severity across the face-unit is patchy and primarily made up of low and moderate severity with pockets of unburned timber. Discontinuous areas with elevated (moderate) burn severity, particularly those at the toe of the hillside have the potential to produce an elevated post-fire hydrologic response during periods of rainfall or rapid snowmelt. The likelihood of sediment laden flows, nuisance flooding or landslides initiating on this face-unit is rated as moderate. The spatial impact likelihood for private property and Chaumox Road is rated as moderate, resulting in a moderate partial risk.

Debris flows or debris floods along Gowen Creek impacting Chaumox Road or the CPKC railway.

Hazard $P(H)^1$ = **High** Probability of Spatial Impact $P(S:H)^2$ = **High**

Partial Risk^{3,4} = **Very High**

The Gowen Creek watershed is relatively steep and straight with substantial wildfire impacts. The creek intersects the CPKC railway and Chaumox Road approximately 200 and 375 m upslope of the Fraser River, respectively. The Chaumox Road crossing was rebuilt as a clear span bridge following a debris flood in November of 2021 during the atmospheric river event. The CPKC railway crossing is believed to be a deeply embedded culvert.

Forty-four percent of the Gowen Creek watershed was burned during the Brunswick Creek Fire and 34% of the watershed was burned at moderate or high severity. The most severe fire impacts in the watershed are clustered on the steep valley sidewalls that flank the mainstem of the creek on the mid-slopes of the hillside. Due to the recent history of debris floods along Gowen Creek, in combination with the recent wildfire impacts, the likelihood of post-wildfire debris flows, or debris floods is rated as high. Debris flows and debris floods are likely to travel the full length of the hillside reaching Chaumox Road and the CPKC railway. The likelihood of spatial interaction for these features is rated as high, resulting in a very high partial risk.

Debris flows or debris floods along Brunswick Creek impacting Chaumox Road or the CPKC rail crossing.

Hazard $P(H)^1$ = **High** Probability of Spatial Impact $P(S:H)^2$ = **High**

Partial Risk^{3,4} = **Very High**

The CPKC railway and Chaumox Road cross Brunswick Creek about 150 m and 400 m upslope of the Fraser River, respectively. Upslope of Chaumox Road the Brunswick Creek draw is approximately 50 m wide and 10 m deep. Sixty nine percent of the Brunswick Creek watershed was burned during the 2026 fire and 55% of the watershed burned at moderate or high vegetation burn severity. For several hundred metres the riparian corridor along lower reaches of the Brunswick Creek channel, upstream of Chaumox Road, appear to be unburned; however, much of the middle and upper portions of the catchment were burned at moderate or high severity, increasingly the likelihood of an elevated post-fire hydrologic response and debris flows or debris floods. For these reasons, the likelihood of post-fire debris flow and debris floods is rated as high. The likelihood that wildfire-related debris flows or debris floods will reach Chaumox Road and the CPKC railway crossing is rated as high, and the resulting partial risk is very high.

Debris flows along Terence Creek impacting various elements on the fan, including private property, Chaumox Road, or the CPKC railway.

Hazard $P(H)^1$ = **High** Probability of Spatial Impact $P(S:H)^2$ = **Moderate to High**

Partial Risk^{3,4} = **High to Very High**

Terence Creek was substantially impacted by the wildfire. The creek has formed a long fan at the toe of the hillside where it loses confinement. The powerline right-of-way, Chaumox Road, and the CPKC railway intersect Terence Creek as it descends towards the Fraser River. A recent debris flows in November 2021 reached private property and Chaumox Road.

The Terence Creek watershed was substantially impacted by the Brunswick Creek Fire, which burned 72% of the watershed's surface area. Fifty-five percent of the watershed burned at moderate or high severity, with the most severe fire impacts clustered in the middle and upper portions of the watershed. The lower slopes of the watershed, immediately upslope of Chaumox Road and the North Bend Landfill are unburned or burned at low severity. For the reasons stated above, the likelihood of post-fire debris flows is rated as high. The likelihood of spatial impact for the private property and Chaumox Road on the Terence Creek fan is rated as high based on previous debris flow events, and moderate for the CPKC railway. This results in a high to very high partial risk.

Debris flows, sediment laden floods, or nuisance flooding on the face-unit slope between Terence Creek and Cosar Creek impacting a transmission line right-of-way, private property, Chaumox Road, or the CPKC railway.

Hazard $P(H)^1$ = **High** Probability of Spatial Impact $P(S:H)^2$ = **Moderate to High**

Partial Risk^{3,4} = **High to Very High**

The face unit between Terence Creek and Cosar creek is approximately 800 m wide 3 km long. It extends up roughly 3 km from Chaumox Road to a height of land above the North Bend FSR around 1,400 m asl. The terrain across the face unit is irregularly benched in profile with moderate slope gradients overall. At the toe of the hillside the steeper hillslope transitions down onto terraced terrain and in this transitional zone there are a series of dry draws with moderately steep sidewalls. Several elements cross the toe of the hillside including the CPKC railway, Chaumox Road, and a transmission line, approximately 150 m, 400 m, and 800 m upslope of the Fraser River. Between the CPKC railway and the transmission line there are several parcels of private property.

Fire impacts across the face unit include pockets of low and moderate burn severity in and around the recently harvested area at the toe of the hillside, which grades into substantial areas of high severity and moderate severity upslope towards the top of the face-unit. The substantial fire impacts on this face unit elevate the likelihood of an increased post-fire hydrological response during periods of rainfall and snowmelt. Elevated post-fire runoff may trigger local landslides or overland flooding, which could become concentrated in draws or swales and trigger nuisance flooding downslope or debris flows. For these reasons, the hazard of post-fire debris flows, sediment laden floods, or nuisance flooding on this face-unit is rated as high. Due to the position of the various elements at risk across the toe of the hillside the spatial impact likelihood varies. The transmission line right-of-way, private property, and Chaumox Road are rated as having a high likelihood of spatial impact, resulting in a very high partial risk. The CPKC railway is located approximately 250 m downslope of Chaumox road, separated by gently sloping terrain. The spatial impact likelihood for the railway is rated as moderate, resulting in a high partial risk.

Debris flows or debris floods along Cosar Creek impacting various elements on the fan, including private property, Chaumox Road, or the CPKC railway or water infrastructure.

Hazard $P(H)^1$ = **High** Probability of Spatial Impact $P(S:H)^2$ = **Moderate to High**

Partial Risk^{3,4} = **High to Very High**

Cosar Creek is a narrow face-unit watershed on the east-aspect slope, between North Bend and Chaumox. The creek is steep and relatively straight emerging onto a narrow, partially incised fan about 250 m upslope of Chaumox Road. Cosar Creek intersects Chaumox Road and the CPKC railway before reaching the Fraser River. The crossing at Chaumox Road involves a series of culverts. The upstream side of the road crossing has been armored with rip rap, and the creek channel shows signs of previous debris floods. There is water diversion infrastructure along Cosar Creek near the fan apex.

Cosar Creek was substantially impacted by the Brunswick Creek wildfire. Eighty-one percent of the watershed was burned during the Brunswick Creek Fire, and 60% of the watershed was burned at moderate or high severity. The likelihood of post-fire debris flows or debris floods along Cosar Creek is rated as high. The likelihood of spatial impact for Chaumox Road and the CPKC railway is rated as high and moderate, respectively. The resulting partial risk is rated as high to very high, respectively.

Cosar Creek is modestly incised into its fan at the apex. A substantial debris flow may trigger a channel avulsion sending runoff and debris along a trail which was opened as a fire guard.

Debris floods along Nepopulchin Creek (McCarthy Creek) impacting Chaumox Road or the CPKC rail crossing.

Hazard $P(H)^1$ = **High** Probability of Spatial Impact $P(S:H)^2$ = **High**

Partial Risk^{3,4} = **Very High**

Nepopulchin Creek (McCarthy Creek) is one of the larger watersheds impacted by the Brunswick Creek Fire. The middle reaches of Nepopulchin Creek are well-confined in a wide, deep draw with steep sidewalls. The channel appears to be well-confined in its draw down to the toe of the steep hillside, past the powerline right-of-way, to Chaumox Road where there is a clear span bridge, and downstream to the CPKC railway where the creek crosses beneath the tracks via a culvert before reaching the Fraser River.

Twenty-eight percent of the watershed was burned during the Brunswick Creek Fire, and 24% of the watershed burned at moderate or high severity. Steep-sided middle reaches of Nepopulchin Creek are burned rather severely elevating the likelihood of a post-fire hydrologic response. Previous debris flood activity along Nepopulchin Creek during the 2021 Atmospheric River event reached Chaumox Road and future debris flood activity is anticipated to do the same. For these reasons, the likelihood of post-fire debris floods along Nepopulchin Creek is rated as high. The spatial impact likelihood for the Chaumox Road crossing and CPKC railway crossing is also rated as high, resulting in a very high partial risk.

Debris flows or debris floods along Speyum Creek impacting Chaumox Road or the CPKC rail crossing.

Hazard $P(H)^1$ = **High** Probability of Spatial Impact $P(S:H)^2$ = **High**

Partial Risk^{3,4} = **Very High**

Speyum Creek is just south of Chaumox and north of Nepopulchin (McCarthy) Creek. Chaumox Road crosses Speyum Creek in a wide and deep draw. There are two discrete channels in the draw; a main southern channel which crosses under the road via a clear span bridge, and a second northern channel, which appears to see intermittent flow that is conveyed under the road via a culvert. The northern channel at Chaumox Road experienced some impacts during the 2021 Atmospheric River event, when a debris flow was reported along Speyum Creek. The CPKC rail crossing, approximately 220 m downslope of Chaumox Road, consists of a culvert with a deep fill.

Forty-one percent of the Speyum Creek watershed burned during the Brunswick Creek Fire, and 35% of the watershed was burned at moderate or high severity. The worst fire impacts are clustered along steep-sided gullied terrain in the middle reaches of the watershed and south-aspect slopes of the hanging valley in the

upper watershed. The likelihood of post-fire debris flows, or debris floods is rated as high. The spatial likelihood of impact for Chaumox Road (including both crossing sites) and the CPKC railway is rated as high, resulting in a very high partial risk for these elements. Future debris flows or debris floods along Speyum Creek may trigger channel avulsions upstream of Chaumox Road, altering flow distribution among existing channels that redistribute flow amongst the existing channel and resulting in the formation of new channels.

Debris flows along Unnamed Creek A impacting Chaumox Road, private property, or the CPKC rail crossing.

Hazard $P(H)^1$ = **High** Probability of Spatial Impact $P(S:H)^2$ = **High**

Partial Risk^{3,4} = **Very High**

Unnamed Creek A is located on the face-unit slopes above Chaumox between Speyum Creek to the south and the Nahatlatch River to the north. Chaumox Road crosses the creek at the toe of the hillside. Beneath Chaumox Road the creek turns slightly northwest and flows in a wide shallow swale across private property and down towards the CPKC railway where there is a culvert structure beneath the railway.

The watershed is narrow and irregularly benched in profile with moderately steep slopes. The creek draining this face unit slope experienced a debris flow during the 2021 atmospheric river event that impacted Chaumox Road and deposited material across private property downslope of the road. Runoff during the event continued across the private property to the CPKC railway.

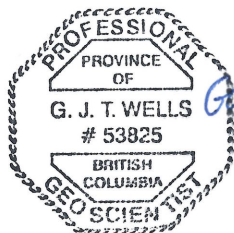
The narrow watershed of Unnamed Creek A was substantially impacted during the Brunswick Creek Fire with severe fire impacts observed across the middle and upper slopes of the catchment. Eighty-six percent of the watershed was burned and 72% of the watershed burned at moderate or high severity. For these reasons, the likelihood of post-fire debris flows, or debris floods is rated as very high. The spatial likelihood of impact for Chaumox Road, private property, and the CPKC railway is rated as high. The resulting partial risk is very high.

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FURTHER ACTIONS:

- A (Level 4) site-specific partial risk assessment for the Brunswick Creek Fire is recommended. The results of that assessment will be made public and are anticipated to supersede the results of this assessment.
- MOTT should consider adding or updating existing signage along the various roads within or downslope of the Brunswick Creek notifying the public of potential post-wildfire hazards related to the fire, particularly in relation to the locations described above (i.e., Green Ranch Road, Chaumox Road and others).
- MOTT may wish to undertake additional assessments examining the debris flow or debris flood hazards along the named creeks or other unnamed creeks impacted by the fire, and if necessary, implement any mitigative measures they feel are required to meet with their risk tolerance.
- The owners/operators of the North Bend Community water system should be advised that potential increases in streamflow and associated sedimentation may impact their infrastructure and develop strategies accordingly.
- The agencies responsible for local access roads in the fire-affected area should carry out an assessment of the roads and drainage infrastructure and implement any works necessary to improve the resilience of the road network to post-wildfire natural hazards.
- Water licensees should be advised of the potential impact of wildfire on water quality, including potential impacts to water intake structures from sediment and debris, and other water quality parameters associated with the wildfire.
- If any salvage logging is proposed within, or downslope of areas impacted by the Brunswick Creek Fire, site specific post-wildfire natural hazard assessments that consider the cumulative impacts of harvesting and wildfire are recommended. Salvage operations within the fire perimeter (or downslope of fire affected areas) should include rainfall shutdown criteria commensurate with the post-wildfire natural hazard present to protect worker safety.

SIGNATURE, SEAL, FIRM PRACTICE #:



G. J. T. Wells
September 1, 2026

Reviewed by: Tom Millard, M.Sc., P.Geo.
Permit to Practice: 1003022

ATTACHMENTS:

1. V10742 Post Wildfire Natural Hazard Risk Assessment Overview Map, along with Maps 1, 2 and 3.
2. V10742 Saw Creek Fire Vegetation Burn Severity Map
3. Appendix A



V10742 Brunswick Creek Fire Post Wildfire Natural Hazard Risk Assessment Overview Map

0 1,000 2,000 3,000
Meters

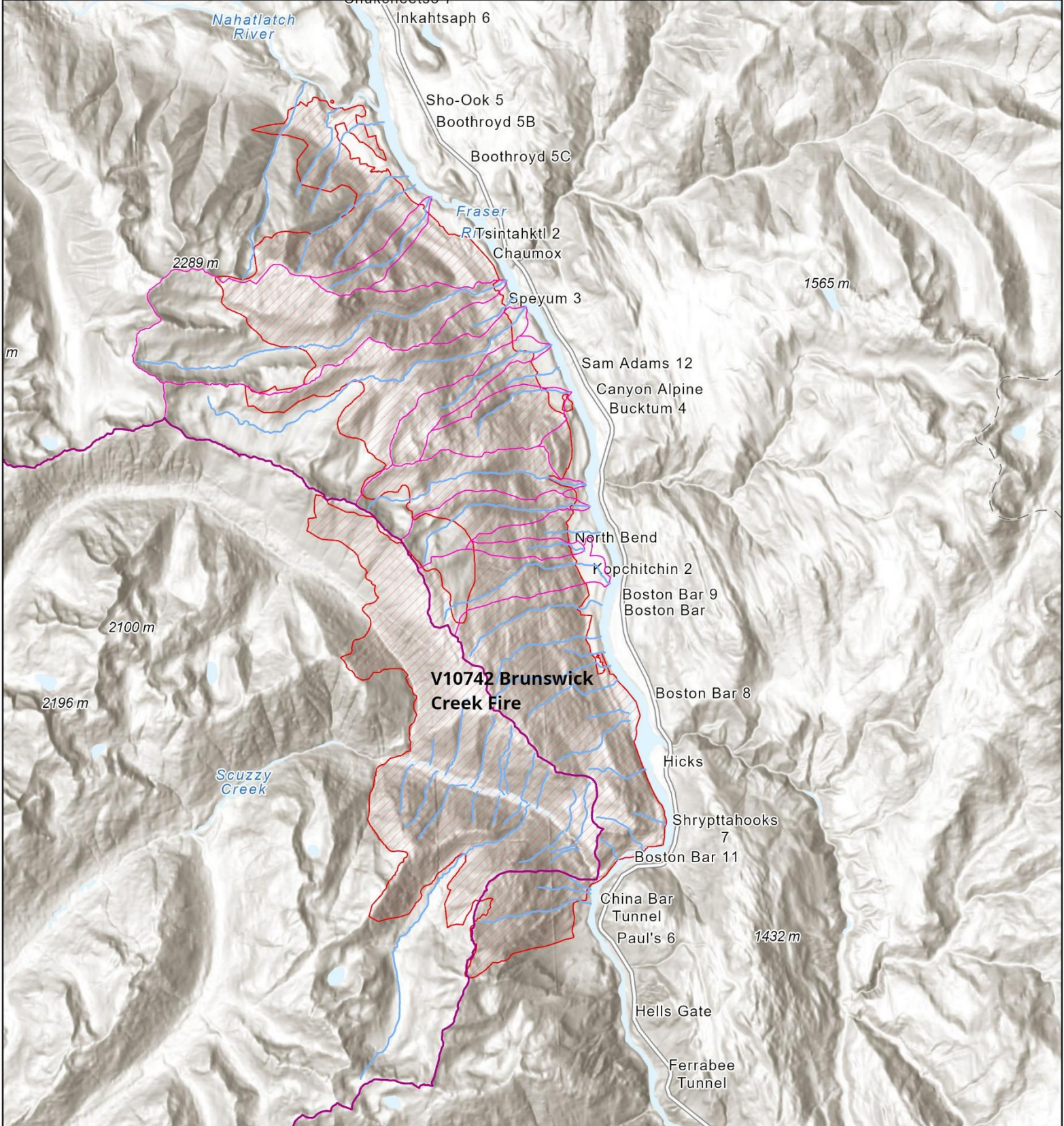
August 20, 2026 BC Environment Albers
World Terrain Base: Sources: Esri, TomTom, Garmin, FAO, NOAA,
USGS, © OpenStreetMap contributors, and the GIS User

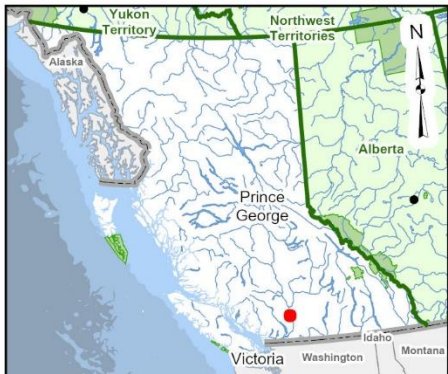
Legend

- V10742 Brunswick Creek fire perimeter August 20, 2026
- Streams
- Named drainages

1:120,000

Drawn by GW, August 20, 2025





V10742 Brunswick Creek Fire Post Wildfire Natural Hazard Risk Assessment Map 1 North

0 1,000 Meters

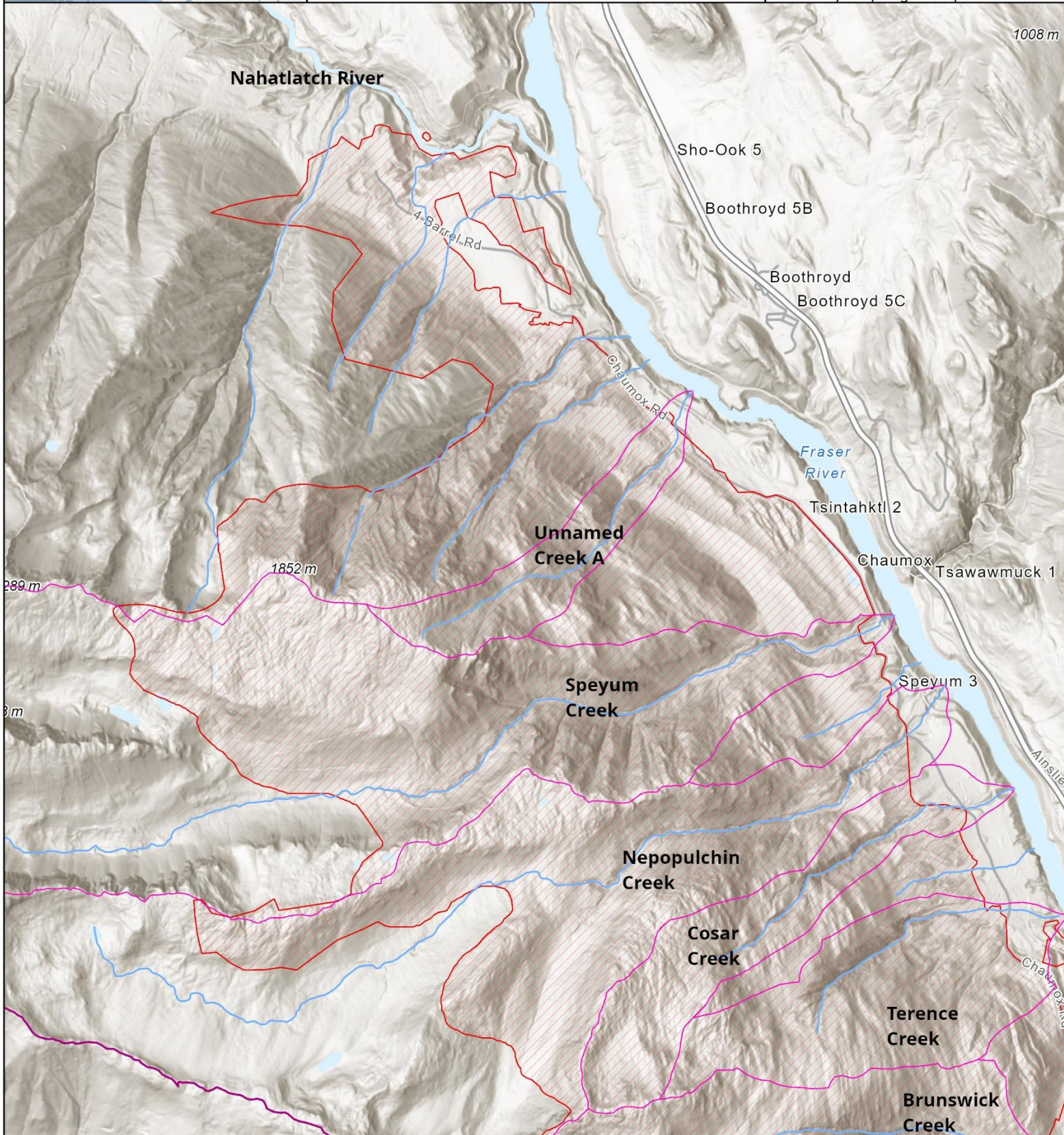
August 20, 2026 BC Environment Albers
World Terrain Base: Sources: Esri, TomTom, Garmin, FAO, NOAA,
USGS, © OpenStreetMap contributors, and the GIS User

Legend

- V10742 Brunswick Creek fire perimeter August 20, 2026
- Streams
- Named drainages

1:45,000

Drawn by GW, August 20, 2025





V10742 Brunswick Creek Fire Post Wildfire Natural Hazard Risk Assessment Map 2 Central

0 1,000 Meters

August 20, 2026

BC Environment Albers

World Terrain Base: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User

Legend

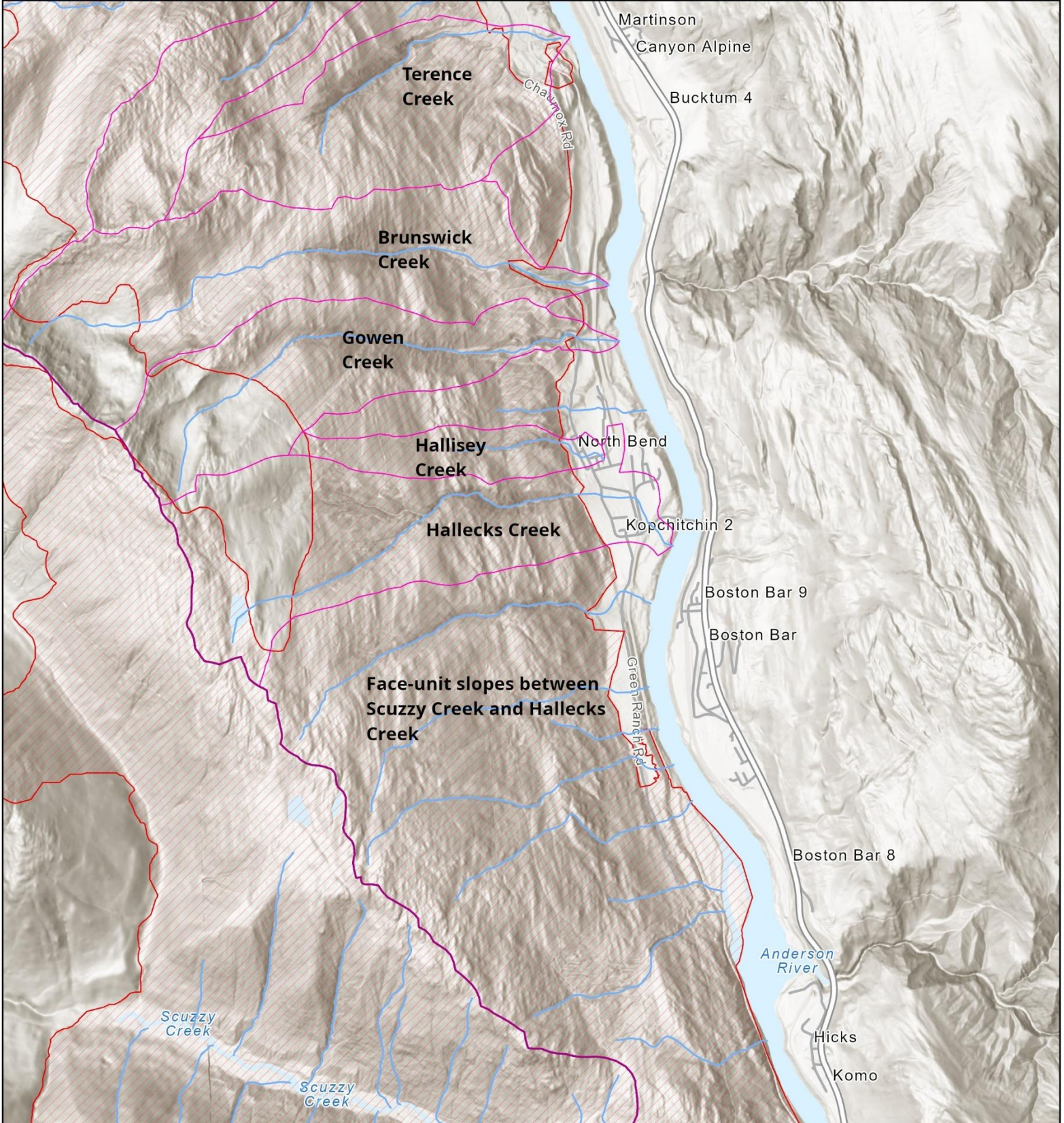
V10742 Brunswick Creek fire perimeter August 20, 2026

Streams

Named drainages

1:45,000

Drawn by GW, August 20, 2025





V10742 Brunswick Creek Fire Post Wildfire Natural Hazard Risk Assessment Map 3 South

0 500 1,000
Meters

August 20, 2026 BC Environment Albers

World Terrain Base: Sources: Esri, TomTom, Garmin, FAO, NOAA,
USGS, © OpenStreetMap contributors, and the GIS User

Legend

V10742 Brunswick Creek fire
perimeter August 20, 2026

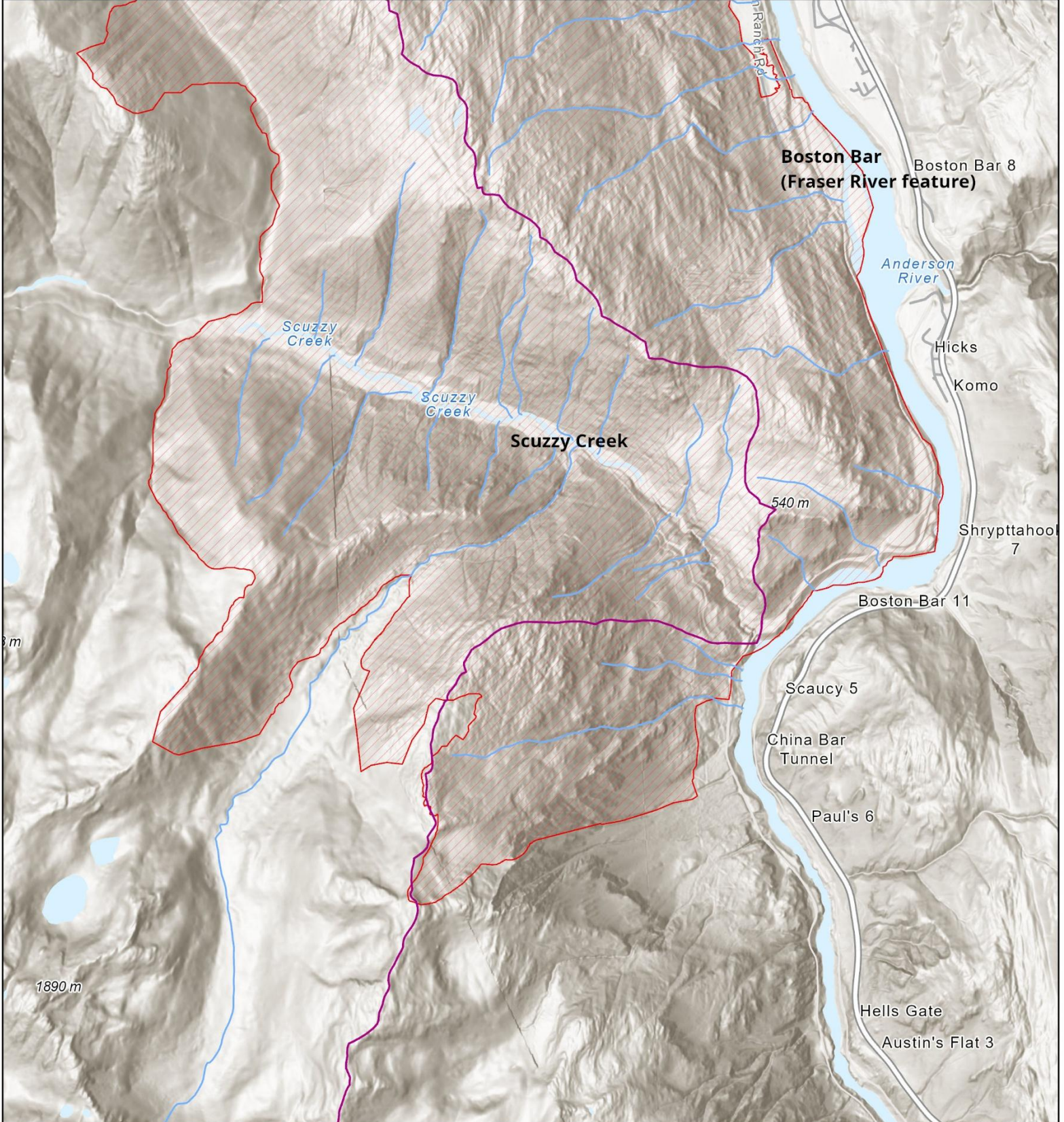
Streams

Named drainages

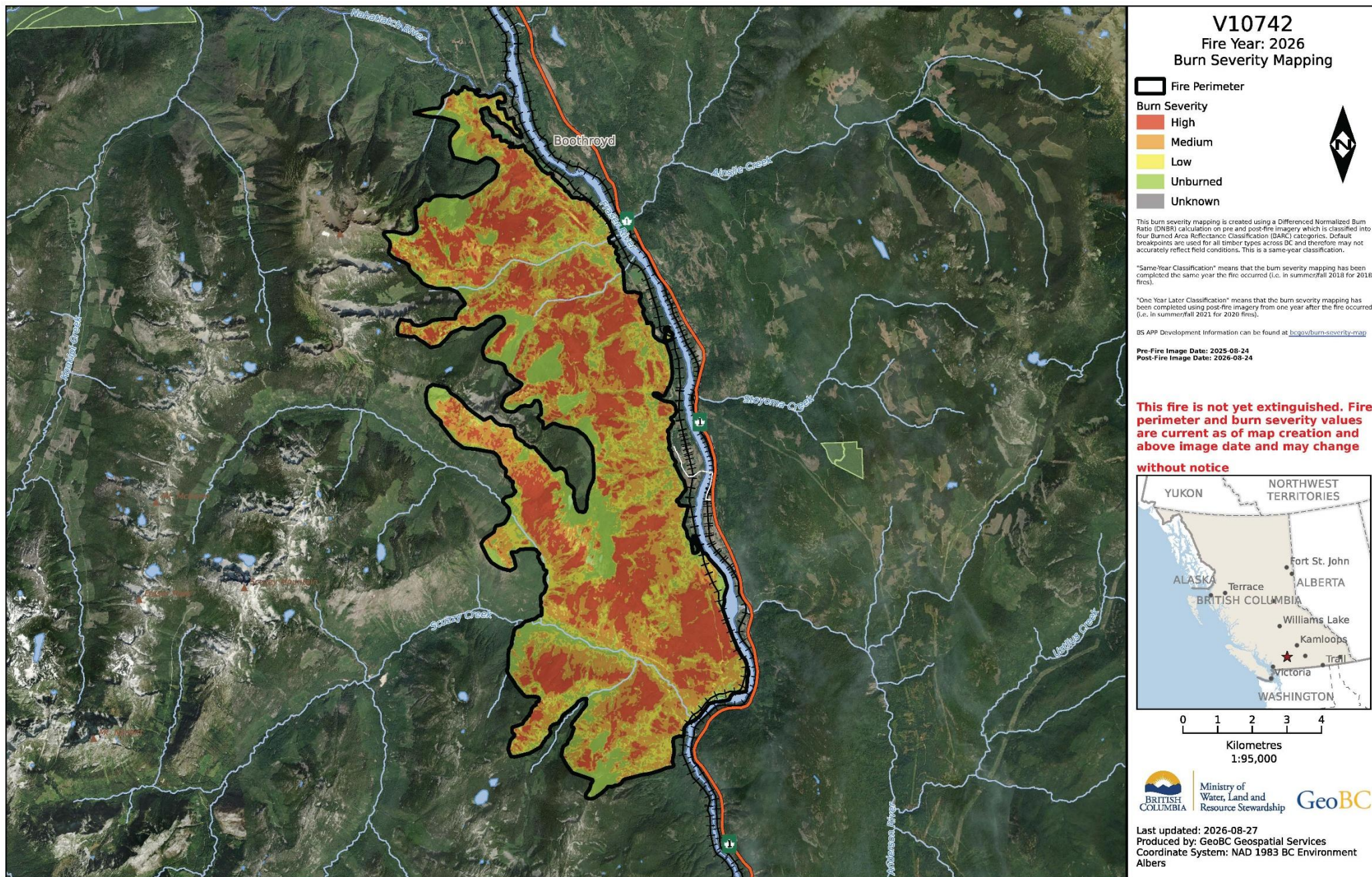


1:45,000

Drawn by GW, August 20, 2025



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Appendix A to PWNHRA Reconnaissance Level 2 Reports

Scope of Level 2 Reports

Reconnaissance (Level 2) reports are primarily intended to identify whether post-wildfire hazards are likely to occur and need detailed investigation to protect identified elements at risk. Identified elements at risk are generally limited to public safety and infrastructure. Reconnaissance reports may also be used to assess safety conditions for wildfire fighters. In some cases, the MOF District Manager or other MOF personnel may request assessments for non-standard elements at risk or for other reasons.

Definitions of Hazard and Risk

Wildfire may produce conditions conducive to a suite of hazards. Debris flows, debris floods, and floods are often the most important hazards, but other types of landslide hazards including rockfall, debris slides and earthflows can also occur in response to wildfire. Wildfire can also cause snow avalanches and may affect water quality, cause erosion and result in sedimentation. Terrain, watershed, and channel conditions that produce post-wildfire hazards may also produce similar hazards in unburned conditions; these hazards may be mentioned but are not evaluated in this report.

P(H), P(S:H) and partial risk are presented for each identified elements at risk. Multiple types of channel hazards (debris flows, debris floods, floods) may affect an element at risk. These hazards are ranked by severity, with debris flow as the most damaging and destructive and flood as the least damaging and dangerous, and ratings are given for the highest rating hazard that may affect an element at risk. For example, where a channel has the potential for a debris flow and an element at risk may be affected, the lower ranking debris flood and flood hazards are not rated, since discharge and velocity are likely to be less than for a debris flow. These processes may cause erosion or sedimentation that affects the element at risk. Hazards that are unlikely to affect an identified element at risk are not discussed.

Table A1 shows the annual probability ranges for qualitative definitions of P(H). The probability of the hazard occurrence is for the post-wildfire period of elevated hazard, which in many cases may be less than five years, but in some cases may extend for several more years.

Table A1. Qualitative descriptions of post-wildfire hazard likelihood, hazard criteria, and related quantitative probabilities.

Hazard Likelihood Rating [P(H)]	Description	Annual Probability Range (Return Frequency)
Very High	An event is expected to occur. Most of the catchment or face unit has burned with a significant proportion burned at moderate and/or high severity	>20% (> 1:5)
High	An event is probable under adverse conditions. Most of the catchment or face unit has burned with a significant proportion (i.e., >50 %) of terrain conducive to post-wildfire natural hazard initiation burned at moderate or high severity. Existing indicators of pre-fire terrain instability within stream channels, on fans or face units.	1% to 20% (1:100 to 1:5)
Moderate	An event could occur under adverse conditions. It is not probable but possible over a several year period. More than 20% of the terrain conducive to post-wildfire natural hazards in the catchment or on the face-unit has burned with moderate and/or high severity. Historic geomorphic indicators of instability are present.	0.2% to 1% (1:500 to 1:100)
Low	An event could occur under very adverse conditions. It is considered unlikely over a several year period. Only a limited proportion of the catchment or face unit has burned. Few or no signs of pre-fire instability present along stream channels, fans or face units.	0.04% to 0.2% (1:2,500 to 1:500)
Very Low	An event will not occur or is conceivable though considered exceptionally unlikely. A limited proportion/none of the catchment was burned. No terrain instability indicators are present	<0.04% (< 1:2,500)

Table A2 defines spatial impact to an element of risk. Post-wildfire event magnitude is considered when rating spatial impact.

Table A2. Post-wildfire spatial impact.

Likelihood of spatial impact	Description	Probability range
H	It is probable that the event will impact the element at risk.	> 50%
M	It is possible that the event will impact the element at risk.	50% to 10%
L	It is unlikely that the event will impact the element at risk.	< 10%

Table A3 is a matrix which combines the hazard likelihood (Table A1) with the spatial impact likelihood (Table A2) to determine partial risk.

Table A3. Post-wildfire risk matrix partial risk matrix.

Hazard Likelihood P(HA) (Table 1)	Spatial Impact Likelihood (P(S:H)) (Table 2)		
	High	Moderate	Low
Very High	Very High	Very High	High
High	Very High	High	Moderate
Moderate	High	Moderate	Low
Low	Moderate	Low	Very Low
Very Low	Low	Very Low	Very Low

Report Standards

FLNRORD Land Management Handbook 69 is the primary standard followed in this report. LMH 69 describes the process to complete a detailed report. This reconnaissance report uses the framework of LMH 69 but does not follow it where detailed assessment procedures are described.

Land Management Handbook 69 Post Wildfire Natural Hazards Risk Analysis in British Columbia 2015

<https://www.for.gov.bc.ca/hfd/pubs/Docs/Lmh/Lmh69.htm>

Additional guidance is provided in the MOF SOG for PWNHRA and the 2014 FLNRO Landslide Risk Management Procedure.

Other professional guidance standards that may be used for the preparation of reconnaissance reports are listed below. These guidelines have similar report content to this reconnaissance assessment, but are for different purposes, have different levels of appropriate effort, and do not recognize the potential emergency nature of this reconnaissance assessment. These guidelines include:

EGBC Guidelines for TSA in the Forest Sector 2010

<https://www.egbc.ca/getmedia/684901d7-779e-41dc-8225-05b024beae4f/APEGBC-Guidelines-for-Terrain-Stability-Assessments.pdf.aspx>

EGBC Guidelines for Legislated Landslide Assessments 2010

<https://www.egbc.ca/getmedia/5d8f3362-7ba7-4cf4-a5b6-e8252b2ed76c/APEGBC-Guidelines-for-Legislated-Landslide-Assessments.pdf.aspx>

Legislated Flood Assessments in a Changing Climate in BC 2018

<https://www.egbc.ca/getmedia/f5c2d7e9-26ad-4cb3-b528-940b3aaa9069/Legislated-Flood-Assessments-in-BC.pdf>

Watershed Assessment and management of hydrologic and geomorphic risk in the Forest Sector

[https://www.egbc.ca/app/Practice-Resources/Individual-Practice/Guidelines-](https://www.egbc.ca/app/Practice-Resources/Individual-Practice/Guidelines-Advisories/Document/01525AMW2ATQA5BSODHJAKBAGZDYTRL6FJ/Watershed%20Assessment%20and%20Management%20of%20Hydrologic%20and%20Geomorphic%20Risk%20in%20the%20Forest%20Sector)

[Advisories/Document/01525AMW2ATQA5BSODHJAKBAGZDYTRL6FJ/Watershed%20Assessment%20and%20Management%20of%20Hydrologic%20and%20Geomorphic%20Risk%20in%20the%20Forest%20Sector](https://www.egbc.ca/app/Practice-Resources/Individual-Practice/Guidelines-Advisories/Document/01525AMW2ATQA5BSODHJAKBAGZDYTRL6FJ/Watershed%20Assessment%20and%20Management%20of%20Hydrologic%20and%20Geomorphic%20Risk%20in%20the%20Forest%20Sector)

Other standards may also apply, depending on the professional qualifications of the writer.

Statement of Limitations

Reconnaissance PWNH Level 2 assessments are typically done in constrained timelines where personnel, resources, data collection, and analysis methods are limited. Post-wildfire hydrogeomorphic hazards in BC are not well understood and therefore hazard and risk assessments are estimates only. While probabilities ranges are given in Tables A1 and A2, the state of the science in BC does not allow for precise assessments, particularly near the borders of classes. Numeric probabilities ranges do not imply precision.

Identification of elements at risk relies on BC government data layers, satellite imagery, and perhaps an overview flight. BCWS and the MOF district office may provide additional information. No further confirmation of elements at risk was conducted.

Comments, conclusions, and suggestions contained in this reconnaissance assessment reflect my experience and judgement considering the information available to me at the time that this report was prepared and are considered appropriate for the reconnaissance nature of the review. The review has been carried out in accordance with generally accepted professional practices. This assessment and its contents are intended for the sole use of post-wildfire hazard management by provincial agencies, First Nation governments and local governments. I do not accept any responsibility for the accuracy of any of the data, the interpretation, or the conclusions contained or referenced in the report when the report is used or relied on for any other purpose than specified. Any such unauthorized use of this report is at the sole risk of the user