

Big Pic Forest Access Management Summary

The following document is a summary of access management planning on the Big Pic Forest. The majority of the information is contained within the 2007-2017 Forest Management Plan but has been accumulated here as a single source of information to support the FSC National Boreal Standard indicator 6.3.16. *FMP excerpts are referenced by blue text indicating the original section.*

Planned Road Construction and Existing Roads

There are approximately 1,005 km of existing primary roads, 118 km of existing branch roads and 2,718 km of existing operational roads that are currently the responsibility of MNR but are expected to become the responsibility of the Management Entity (refer to Section 8.1). Approximately 15 km of new primary roads are planned to be constructed, 44.8 km of primary roads are planned for reconstruction and 18.1 km of new branch roads are planned to be constructed during phase II planned operations (2013-2017)

PART ONE: AVOID ROAD BUILDING (AND CONSTRUCTION OF OTHER LINEAR DISTURBANCES) IN OR NEAR PROTECTED AREAS OR CANDIDATE AREAS

Section 8.5 of phase II FMP text

Primary Roads

Approximately 3.8 km of new construction are planned for Michal Lake Road during this plan period, however the remainder of the road corridor is now a 20-year strategic road corridor that is not planned for construction during this plan period (2013-2017). This portion of the Michal Lake Road is currently located in a 20-year deferral area that is located in the discontinuous distribution zone as defined by the CCP.

Construction of Pincers Lake Road South began in 2009, however due to the development of the DCHS for phase II planning, this road is now located in a B mosaic block and no new construction is planned for this road during phase II planned operations (2013-2017).

The Gaffhook Lake Road corridor has been revised for phase II planning due to new values in the area, and is permitted as per discussion with the Wawa MNR District Manager and approved in principle.

Branch Roads

The location of the Long Alice Lake Road corridor has been revised after an aerial reconnaissance of the area and to protect new values in the area, and is permitted as per discussion with the Wawa MNR District Manager and approved in principle.

Table FMP-13 and Text Section 3.6 of 2007 phase I FMP

Social and Economic Objective # 2

This socio-economic objective aims at maintaining a level of access on the Forest in order to provide for the efficient delivery of forest management activities while providing opportunities for other commercial

and recreational users on the forest. This management objective is assessed using two groups of indicators. These groups are road density indicators and road classification indicators.

Road Density

There are two road density indicators that have been chosen to assess the achievement of this objective. These indicators are: kilometre of road (all road classes) per square kilometre of Crown forest, and the density of all operational roads within harvest blocks. In determining the desirable level for road density, the current road density is used as a benchmark.

The road density on the Big Pic Forest is currently 0.81 kilometres of road per square kilometre of Crown forest. The target level of this indicator at year 2017 is to maintain a 0.81 kilometre of road per square kilometre of Crown forest plus or minus 10 percent.

The operational road density within harvest blocks is currently 0.18. The target level of this indicator at year 2017 is to maintain a 0.18 km/km² plus or minus 10 percent operational road density within harvest blocks.

This indicator was included as a result of the outcome of the Desired Forest and Benefits meeting. It was requested by the MPCC to delineate the forest to get a better idea of the road densities on the forest. It was felt by the MPCC that one number for the entire forest was less meaningful.

Road Classification (Primary and Branch roads on Crown land)

The “Use of Indicators in Forest Management Planning” document (April 2005), states that planning teams should consider developing different desirable levels of road density for areas of the management unit where, legislation, policies or land use planning have provided direction on access (e.g. caribou management zone).

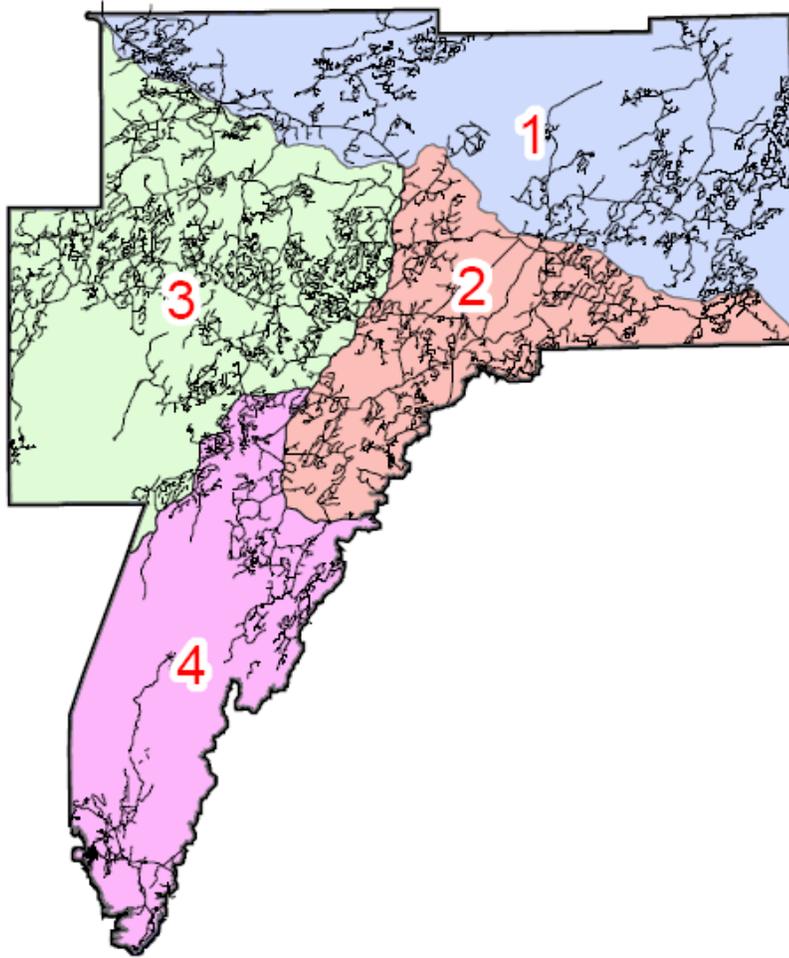


Figure 1: Road Zones Map

Zone 1 is described as having a current road density of 0.67 kilometre of road per square kilometre of Crown forest. There are 1124 kilometres of road open to the public and 85 kilometres of road restricted to the public. There are no roads prohibited to the public in this zone.

Zone 2 is described as having a current road density of 1.02 kilometre of road per square kilometre of Crown forest. There are 1,038 kilometres of road open to the public and no roads restricted or prohibited to the public within this zone.

Zone 3 is described as having a current road density of 0.96 kilometre of road per square kilometre of Crown forest. There are 1,667 kilometres of road open to the public and 69 kilometres of road that are restricted to the public. There are no roads prohibited to the public in this zone.

Zone 4 is described as having a current road density of 0.58 kilometre of road per square kilometre of Crown forest. There are 608 kilometres of roads open to the public and 52 km of roads restricted to the public. There are no roads prohibited to the public in this zone.

The total for all zones is described as having a current road density of 0.81 kilometre of road per square kilometre of Crown forest. There are a total of 41 road networks totaling 4,437 kilometres of road open to the public and 12 road networks totaling 206 kilometres of road restricted to the public. There are no roads prohibited to the public on the Forest. The “restricted” classification means that there are

restrictions to the either the type or timing of certain types of activities. The “prohibited” classification means that access to the general public is not allowed for any reason.

Section 8.5.2 of phase II FMP text

Conditions on Existing Roads and Landings

If an existing road and/or landing is planned to be used for forest management purposes during the period of the forest management plan and intersects an area of concern for a value, Table FMP-10 identifies if there are any conditions on the road/landing. The appropriate conditions on the road/landing as described in the SSG are documented in Table FMP-19. If there are any additional conditions on roads or landings based on other direction (e.g. Crown Land Use Atlas Policy reports), from previous FMP commitments or developed by the planning team (e.g. tourism prescriptions) these are also documented in Table FMP-19.

Other Notes:

- There are a number of nests and other values on the forest that have AOC’s which prohibit new road construction. Further in this document are AOCs are identified that do not permit new road construction.
- No new primary, branch or operational roads in the current FMP are planned to traverse parks or conservation reserves

PART TWO: DESCRIBES ABANDONMENT AND MAINTENANCE STRATEGIES FOR ALL ROADS IN THE FOREST

Section 8.5.1 and 8.5.2 of the Phase II text.

New Primary Roads

Claire Lake Road and Pendant Lake Road are planned for decommissioning during the period from 2017-2022. These roads are located in an AD mosaic block where operations are planned to be completed by 2017. In addition the last 14 km of Hatley Lake Road are also planned for decommissioning (as identified in the Big Pic Forest 2007-2027 FMP) during the period 2013-2017. Primary roads scheduled for decommissioning are listed in table FMP-18 and supplementary documentation 8.9.5.

New Branch Roads

Adik Creek Road, Hatley Lake Road, Nama Creek Road and South Gamsby Creek Road are planned for decommissioning during the period from 2013-2017 and were also identified for decommissioning in phase I of the Big Pic Forest 2007-2027 FMP.

New Operational Roads

Operational roads are normally not maintained after they are no longer required for forest management purposes, and are often decommissioned.

It is important to note that operational roads are generally meant for short-term access only and planned for decommissioning/rehabilitation once forest management operations in the area have been completed. All new operational roads are intended to be transferred and decommissioned/not maintained after forest operations have been completed. The Big Pic Forest 2007-2027 FMP identified a number of operational roads planned for decommissioning and transfer of responsibility to the MNR. In addition a decision tree for decommissioning availability of new operational roads has also been developed and is included in Supplementary Documentation 8.9.5.3. ORBs developed for phase II planning were reviewed with regard to their location to roads planned for decommissioning, areas of concern and consideration of the DCHS and scheduled timing of mosaic blocks. This resulted in the planned decommissioning (and transfer) of a few ORBs during the 2013-2027 period. Two of the ORBs planned for transfer during this plan period (ORB-1 and ORB-49A) include planned operational road connections to adjacent forests. ORB-1 is located in the NW corner of the forest and is planned to provide a short-term road link to the Kenogami Forest. This is located in an AD mosaic block which is scheduled to be completed by 2017. The second connection is in the northeastern part of the forest and links the Big Pic Forest to the Nagagami Forest. This planned road will be posted and access restricted under the public lands act. Refer to the specific use management strategies for these ORBs (refer to Supplementary Documentation 8.9.5.3) for more details.

Existing roads

Forest access roads and water crossings are constructed by the forest industry for the purposes of forest management, and many are meant to be temporary in nature and are not always maintained/monitored after the completion of forest management activities.

Each existing road or road network that is the responsibility of the licensee on the Forest (in this case defined as the Management Entity) is documented in Table FMP-18. Where there is intent to transfer

responsibility for an existing road or road network during the next 20 years, a preliminary indication of the management intent for the road or road network is documented in Table FMP-18 (FMPM 2009). If the plan is to transfer the road during phase II, and MNR's management intent is not to maintain the road for public use, the decommissioning activities required prior to transfer, including potential removal of water crossings are documented in Table FMP-18 and in the associated use management strategy (refer to Supplementary Documentation 8.9.5).

It is important to note that many forest access roads are generally meant for short-term access only and planned for decommissioning/rehabilitation once forest management operations in the area have been completed. This is important for a number of reasons including: returning the landbase lost to roads/landings to the productive landbase thereby contributing to forest land and wildlife habitat; to address public safety or environmental risk roads may be decommissioned; and consideration of impacts to wildlife habitat. The Big Pic Forest 2007-2027 FMP identified a number of operational roads planned for decommissioning and transfer of responsibility to the MNR. These were reviewed with the planning team and revised for phase II planning and include a number of new road networks which are planned for decommissioning. Refer to Table FMP-18 for a complete listing of existing operational roads that are planned for decommissioning from 2013 to 2027. It should be recognized that the transfer and decommissioning of roads will be reviewed and revised for Phase I of the 2017-2027 Big Pic FMP, pending the outcome of an analysis of road densities.

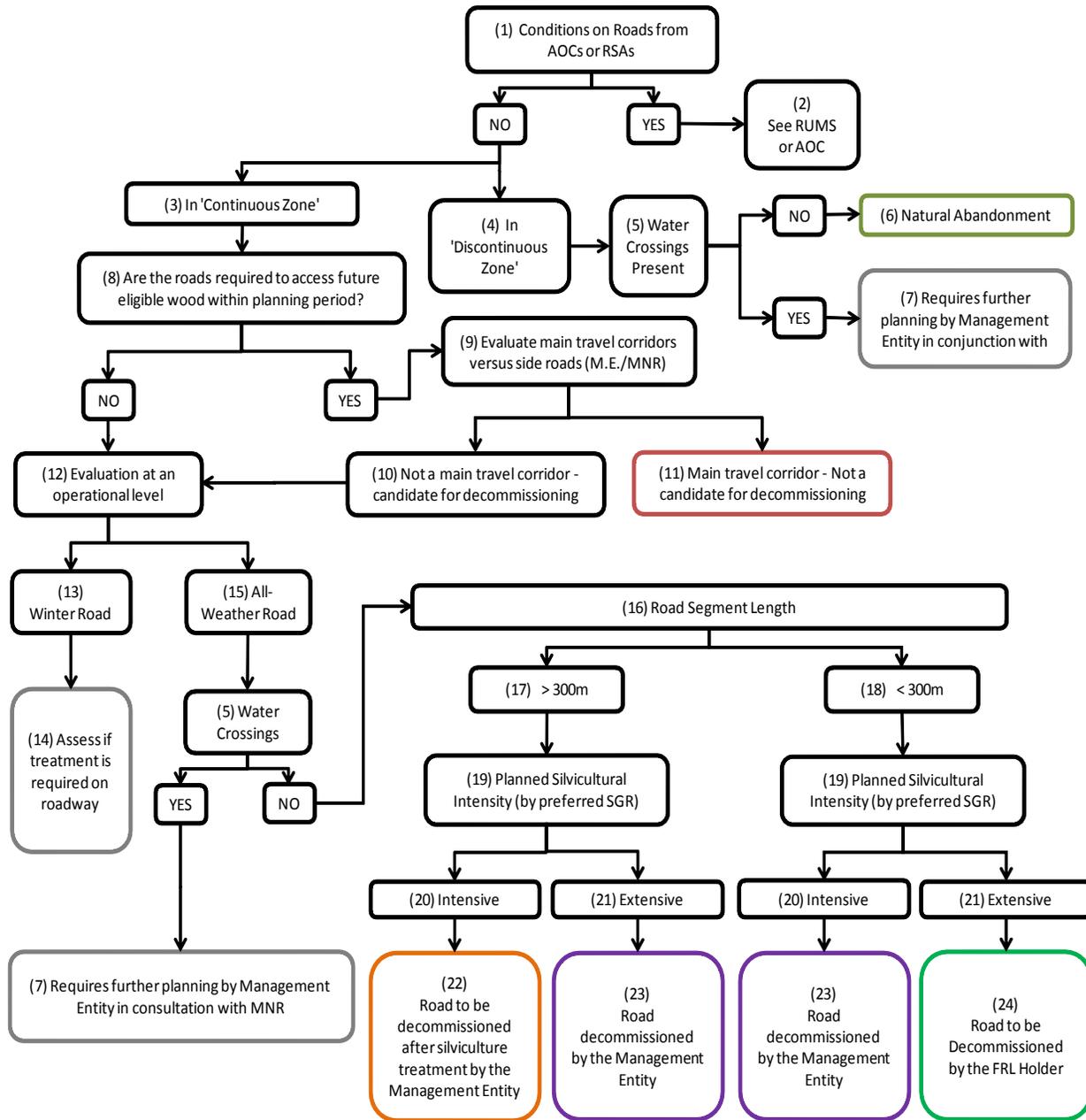
A use management strategy has been prepared for each existing road/road network expected to be the responsibility of the future Management Entity; these are noted in Table FMP-18 and documented in Supplementary Documentation 8.9.5.

Conditions on Existing Roads and Landings

If an existing road and/or landing is planned to be used for forest management purposes during the period of the forest management plan and intersects an area of concern for a value, Table FMP-10 identifies if there are any conditions on the road/landing. The appropriate conditions on the road/landing as described in the SSG are documented in Table FMP-19. If there are any additional conditions on roads or landings based on other direction (e.g. Crown Land Use Atlas Policy reports), from previous FMP commitments or developed by the planning team (e.g. tourism prescriptions) these are also documented in Table FMP-19.

If an existing road and/or landing is planned to be used for forest management purposes during the period of the forest management plan, and where the road/landing does not intersect an area of concern for a value, any conditions on the road/landing as described in the SSG are documented in Sections 8.2.2.2 and 8.5.5. *(from section 8.5.2 of phase II of FMP text)*

Decision Tree for Decommissioning Availability of New Operational Roads (*Section 8.9.5 of supplementary documentation, Phase II FMP*)



Other Notes:

- Road use strategies for every SFL roads on the forest are listed in FMP-18.
- Additional detail can be found in FMP Section 8.9.5 (roads supplementary documentation).

PART THREE: MAINTAIN REMOTENESS IN AREAS WITH SENSITIVE BIOLOGICAL OR CULTURAL VALUES OR WHERE REQUIRED FOR TOURSIM

Section 8.1.1 Changes to Operational Planning from Phase I (From Phase II text)

Since the preparation of the Big Pic Forest 2007-2017 FMP, a number of new guidelines and manuals have been approved for use in forest management planning. The *Forest Management Guide for Conserving Biodiversity at the Stand and Site Level* (SSG), approved for use in 2010, replaces a number of previously employed guidelines used to develop area of concern prescriptions. In addition, updated guidelines/manuals such as the *Forest Management Guide for Cultural Heritage Values* (MNR, 2007) and the *OMNR Growth and Yield PSP Reference Manual* (MNR, 2009) have also been released. In addition, values and species at risk information were updated from phase I for phase II planning.

Operational prescriptions for areas of concern (AOC) affecting remaining planned harvest, renewal or tending areas from phase I (first six-year term, 2007-2013) were reviewed by the planning team (with regard to new guidelines/policies etc.). The planning team decided that for values now covered under new guidelines, new AOC prescriptions would be developed based upon these new guidelines. All AOC prescriptions developed by the planning team were reviewed and updated/revised where required. Individual AOC prescriptions developed for tourism concerns were re-evaluated based upon new planned harvest areas for phase II and any input from tourism operators and revised where required.

Tourism

Resource base tourism establishment on the Big Pic forest were contacted during phase I and phase II planning and invited to participate in the planning process. The Big Pic FMP has a number of AOC prescriptions which were developed to protect current and potential tourism lakes on the forest (FMP-10 and the following summary table). These prescriptions were developed in order to minimize the impact forestry activities may have on the value. There are also a number of access restrictions in place on existing roads and new roads that may increase access to designated remote tourism lakes.

Below are AOC's that were developed during the FMP process to "MAINTAIN REMOTENESS IN AREAS WITH SENSITIVE BIOLOGICAL OR CULTURAL VALUES OR WHERE REQUIRED FOR TOURSIM"

Description of Natural Resource Feature, Land Use or Value	AOC ID	Prescription	Road construction restrictions
CULTURAL HERITAGE VALUE	CH	200 metre radius AOC measured from site centre.	No primary, branch or operational roads permitted within AOC. No aggregate pits permitted
IDENTIFIED CANOE ROUTES	CR	A 20 metre no operations AOC as measured from the outer edge of the water quality reserve (e.g. in addition to the water quality reserve)	No primary, branch roads and aggregate pits permitted within AOC. Conditions on operational roads need to be applied as per table FMP-19 (phase II 2007 FMP)
PARKS & CONSERVATION RESERVES	PC	A 60 metre zone of modified operations measured from the outer edge of the PC boundary.	No new primary or branch roads permitted within AOC. Conditions on operational roads need to be applied as per table FMP-19 (phase II 2007 FMP)
NATURAL LAKE TROUT LAKES	LTL	1,000 metre AOC measured from the treed edge. For mapping purposes the AOC may be measured from the edge of polygons identified as FOR to a maximum of 300 m from the shoreline.	No new primary or branch roads permitted within AOC. No condition on existing roads. Conditions on new operational roads and aggregate pits need to be applied as per table FMP-19 (phase II 2007 FMP).
MUSTELA LAKE: potential commercial tourism lake, no outpost camp.	OL-1	A 30-90 metre variable-width and slope-dependent no operations AOC as measured from in the field from the edge of vegetation communities	No primary, branch or operational roads permitted within AOC. No aggregate pits permitted.
MICHAL AND SOLANN LAKES: designated commercial tourism lakes with outpost camps and designated camping sites.	OL-2	AOC as mapped	No primary or branch roads permitted within AOC. Conditions on operational roads and aggregate pits need to be applied as per table FMP-19 (phase II 2007 FMP)
MICHAL AND SOLANN LAKES: designated commercial tourism lakes with outpost camps and designated camping sites.	OL-3	AOC as mapped	No new primary or branch roads permitted within AOC. No condition on existing roads. Conditions on new operational roads and aggregate pits need to be applied as per table FMP-19 (phase II 2007 FMP).
VEIN LAKE: designated commercial tourism lake with an outpost camp.	OL-4	AOC as mapped	No primary or branch roads permitted within AOC. Conditions on operational roads and aggregate pits need to be applied as per table FMP-19 (phase II 2007 FMP)
DIANTHUS LAKE: potential commercial tourism lake, no outpost camp.	OL-5	A 30-90 metre variable-width and slope-dependent no operations AOC as measured from in the field from the edge of vegetation communities	No primary, branch or operational roads permitted within AOC. No aggregate pits permitted. Operational roads constructed during the 2002 FMP will be physically abandoned
TICKSEED LAKE: potential commercial tourism lake, no outpost camp.	OL-6	A 30-90 metre variable-width and slope-dependent no operations AOC as measured from in the field from the edge of vegetation communities	No primary, branch or operational roads permitted within AOC. No aggregate pits permitted. Operational roads constructed during the 2002 FMP will be physically abandoned

BIRSTON LAKE: designated commercial tourism lake, no outpost camp. Currently there is no commercial camp operating on the lake but the outfitter who holds the rights to the lake considers is has potential for fall moose hunting operations.	OL-7	1,000 metres as measured from the shoreline of Birston Lake	One planned primary road (Gaffhook Lake Road) with conditions on construction (FMP-19). No Branch Roads planned. Conditions on new operational roads and aggregate pits need to be applied as per table FMP-19 (phase II 2007 FMP)
LITTLE VEIN LAKE: designated commercial tourism lake with an outpost camp.	OL-10	AOC as mapped	No new primary or branch roads permitted within AOC. No condition on existing roads. Conditions on new operational roads and aggregate pits need to be applied as per table FMP-19 (phase II 2007 FMP).
LOUGHLAN, McMAHON AND KALZ LAKES: designated commercial tourism lakes, no outpost camp on either McMahon or Kalz Lake, one outpost camp on Loughlan Lake.	OL-12	1,000 metres as measured from the shoreline of Loughlan, McMahon and Kalz Lakes.	No primary or branch roads permitted within AOC. Conditions on operational roads and aggregate pits need to be applied as per table FMP-19 (phase II 2007 FMP)
HELIANTHUS LAKE: designated commercial tourism lake, no outpost camp.	OL-13	1,000 metres as measured from the shoreline of Helianthus Lake.	One planned primary road (Michal Lake Road) with conditions on construction (FMP-19). No Branch Roads planned. Conditions on new operational roads and aggregate pits need to be applied as per table FMP-19 (phase II 2007 FMP)
LONG ALICE LAKE: Long Alice Lake is designated commercial tourism lake with outpost camp	OL-14	A zone of modified operations as mapped and as identified on operational scale map(s). 1,000 metres as measured from the shorelines of Long Alice Lake on the northern, eastern and southern portion of the lake. On the western portion it extends to the outer edge of AOC OL-14B.	One planned branch road (Long Alice Lake Road) with conditions on construction (FMP-19). No primary Roads planned. Conditions on new operational roads and aggregate pits need to be applied as per table FMP-19 (phase II 2007 FMP)
i. HUCK LAKE: Huck Lake is a potential commercial tourism lake, no outpost camp. ii. Natural Lake Trout Lake	OL-14b	1,000 metre AOC measured from the treed edge of Huck Lake.	One planned branch road (Long Alice Lake Road) with conditions on construction (FMP-19). No primary Roads planned. Conditions on new operational roads and aggregate pits need to be applied as per table FMP-19 (phase II 2007 FMP)
CIRRUS AND MADOSON LAKES: Natural Lake Trout Lakes	OL-15	1,000 metre AOC measured from the treed edge from the lakes	One planned primary road (Gaffhook Lake Road) with conditions on construction (FMP-19). No Branch Roads planned. Conditions on new operational roads and aggregate pits need to be applied as per table FMP-19 (phase II 2007 FMP)
i. Birston Lake: designated commercial tourism lake, no outpost camp. Currently there is no commercial camp operating on the lake but the outfitter who holds the rights to the lake considers is has potential for fall moose hunting operations. ii. Cirrus Lake: Natural Lake Trout Lake	OL-15b	zone of modified operations on Cirrus Lake as mapped and identified on operational map(s). This zone starts at the outer edge of Zone 2 (121-400m) of the OL-15 AOC reserve, and extends out for 600 metres.	One planned primary road (Gaffhook Lake Road) with conditions on construction (FMP-19). No Branch Roads planned. Conditions on new operational roads and aggregate pits need to be applied as per table FMP-19 (phase II 2007 FMP)

Non-Timber Impact Assessment *(From phase I FMP text section 3.11)*

This is a qualitative assessment of the impacts that the proposed forest management strategy and the planning process may have on non-timber activities across the forest.

Sector (FMPM, App. IV)	Activity	Possible Impacts	Management Considerations
Recreation & Tourism	Tourism Outfitters	<ul style="list-style-type: none"> ➤ Current and/or additional timber haul roads have the potential to increase access to remote tourism lakes. ➤ Current road use management strategies, which apply to all remote tourism lakes on the Forest, will be maintained. To this point in the FMP process (Stage 2), there have been no public comments suggesting that MNR should review current restrictions. However the Desired Forest and Benefits meeting results identified a desire for fewer roads with access restrictions. ➤ Timber harvest, hauling, and other mechanical forest management operations have the potential to impact visual and acoustic aesthetics, and the sense of remoteness often marketed by tourism operators. 	<ul style="list-style-type: none"> ▪ As a general principle, all roads constructed on Crown land may be used by the general public to access natural resources. ▪ The FMP will include road use management strategies employed over the past several plans to limit the provision of access to remote tourism lakes. ▪ Where specific circumstances warrant, roads may be bermed to bar road access. ▪ Road closures/restrictions are a highly sensitive issue and are only utilized where this measure is necessary. This measure would be considered beneficial to remote tourism operators. ▪ Specific harvest prescriptions and operational timing restrictions will continue to be employed to minimize these impacts.
Recreation & Tourism (cont'd)	Snowmobiling	<ul style="list-style-type: none"> ➤ Sections of current snowmobile trail network on the forest make use of old logging roads which are no longer in use or roads which are only used intermittently. ➤ Sections of trails (that use forest roads) may have to be rerouted if the road is being actively used for forestry purposes. ➤ Sections of trails that fall within allocated stands may become blocked by logging debris or new roads. ➤ Trees felled across the trail have the potential to become a hidden hazard when covered by snow. 	<ul style="list-style-type: none"> ▪ Snowmobile trails are considered as values. ▪ Develop an AOC prescription for snowmobile trails.

<p>Recreation & Tourism (cont'd)</p>	<p>Hunting</p>	<ul style="list-style-type: none"> ➤ Road access provides opportunities for road-based hunting. New road construction will enhance existing opportunities, where access is not restricted. ➤ Habitat protection and/or improvement due to forest management guides implementation ➤ Current road use management strategies will be maintained. To this point in the FMP process (Stage 2), there have been no public comments suggesting that MNR should review current restrictions. However the Desired Forest and Benefits meeting results identified a desire for fewer roads with access restrictions. ➤ Timber harvest, hauling, and other mechanical forest management operations may disrupt hunting opportunities if operations coincide with hunting season. 	<ul style="list-style-type: none"> ▪ As a general principle, all roads constructed on Crown land may be used by the general public to access natural resources, including hunting opportunities. ▪ Road-based hunting generally does not conflict with remote tourism operators. Some existing road use management strategies restrict the use of tertiary roads that lead to remote tourism lakes, for the first two weeks of the moose hunting season. Some road-based tourism operators also utilize forest road systems for their hunting clients. ▪ Road access will be maintained over a large portion of the forest for the 2007-17 FMP Term as operations focus on the harvest of older residual timber scattered across the forest. ▪ Habitat protection requirements in FMP guidelines (e.g. Marten, NDPEG) may, over time, provide enhanced habitat for game animals. ▪ Road closures/restrictions are a highly sensitive issue, especially with respect to limiting hunting opportunities for the local public. They are only utilized where this measure is deemed to be necessary. ▪ Any impacts are temporary. Forest management activities often draw game animals by increasing the availability of browse and creating roadbeds which facilitate travel. These activities may aid hunters by removing cover and providing access into previously remote areas.
<p>Recreation & Tourism (cont'd)</p>	<p>Ecotourism</p>	<ul style="list-style-type: none"> ➤ Current and/or additional timber haul roads have the potential to create/increase access for ecotourism. This may provide additional business and/or recreational opportunities. ➤ Timber harvest, hauling, and other mechanical forest management operations have the potential to impact the visual and acoustic aesthetics often valued by this client group. 	<ul style="list-style-type: none"> ▪ As a general principle, all roads constructed on Crown land may be used by the general public to access natural resources. ▪ Specific harvest and operational prescriptions may be employed to minimize these impacts.

<p>Recreation & Tourism (cont'd)</p>	<p>Hunting Sportsfish Angling</p>	<ul style="list-style-type: none"> ➤ Slashpile burning ➤ Current and/or additional timber haul roads have the potential to increase access to area lakes for road-based angling. The increased access may provide additional angling opportunities. Increased access has the potential of leading to over-fishing a lake. ➤ Current road use management strategies will be maintained. To this point in the FMP process (Stage 2), there have been no public comments suggesting that MNR should review current restrictions. However the Desired Forest and Benefits meeting results identified a desire for fewer roads with access restrictions. ➤ If forestry operations encroach to the shoreline of productive waterbodies, logging activities may interfere with angling opportunities, fisheries conservation objectives, or water quality. 	<ul style="list-style-type: none"> ▪ No slashpile burning will occur during the first three days of the moose hunt. Burning will be undertaken on a limited basis for the remainder of the first week with specific locations determined prior to burning. ▪ As a general principle, all roads constructed on Crown land may be used by the general public to access natural resources, including sportsfish angling. ▪ Where this principle conflicts with resource management objectives or tourism concerns, the FMP will include road location prescriptions or Road Use Management Strategies to limit the provision of access. ▪ Road closures/restrictions are a highly sensitive issue and are only utilized where this measure is necessary. ▪ Area-of-concern (AOC) prescriptions will be employed to minimize these impacts.
<p>Recreation & Tourism (cont'd)</p>	<p>Cottaging</p>	<ul style="list-style-type: none"> ➤ Current and/or additional timber haul roads have the potential to create/increase access to cottage lakes. This may provide additional recreational opportunities for the cottagers as well as, in some circumstances, the general public. Access by the general public may be deemed as detrimental by cottagers. ➤ Timber harvest, hauling, and other mechanical forest management operations have the potential to impact visual and acoustic aesthetics, and the sense of remoteness often valued by cottagers. 	<ul style="list-style-type: none"> ▪ As a general principle, all roads constructed on Crown land may be used by the general public to access natural resources, including cottage lakes. Cottagers may utilize roads constructed for forestry purposes as a means of accessing their property, however, public access to the lake and road maintenance may then become potential issues. ▪ There are only a few private land cottages on the Forest located on Pagwachuan Lake. Recreation camps on the Forest are located on Pody, Kern and Hare Lakes. ▪ Specific harvest prescriptions and operational timing restrictions may be employed to minimize these impacts.

PART FOUR: IDENTIFIES AND MAINTAINS A LEVEL OF REMOTENESS BASED ON ACHIEVING A FAIR AND EQUITABLE BALANCE BASED ON INDEPENDENT EXPERT INPUT BETWEEN THE ECOLOGICAL, SOCIAL AND ECONOMIC IMPORTANCE OF REMOTENESS AND THE RECREATIONAL AND OPERATIONAL DESIRE FOR MOTORIZED ACCESS

There are a number of AOC prescriptions in the Big Pic FMP that were developed to maintain remoteness. Keep in mind that all AOC's and road use strategies on the Big Pic Forest were developed in consultation with tourism groups, local citizens, regional and local MNR biologist, harvesters and First Nations. Consultation was done according to 2009 FMPM requirements as per the *Crown Forest Sustainability Act (1994)*. This process identifies and maintains level of remoteness based on achieving a fair and equitable balance based on independent expert input between the ecological, social and economic importance of remoteness and the recreational and operational desire for motorized access.

Canoe route (CR): This prescription minimizes the potential impact on the value from forest management activities as it provides an aesthetic buffer from these activities. It also provides some visual screening of cutover areas which may be visible from the lake/river and may reduce noise impacts from forest management operations. The prescription also protects the value from damage by potential post-harvest blowdown events. Protection of this value will ensure its continued use. This prescription also exceeds the requirements in the '*Forest Management Guide for conserving Biodiversity at the Stand and Site Scales*' (MNR 2010) for the protection of water quality and fish habitat.

This prescription was developed by the planning team based on discussion with and input from the local canoe club (Manitouwadge Public Consultation Committee).

Cultural Heritage (CH): This prescription prevents potential impact on the cultural heritage values from forest management activities as it prescribes a no operations buffer around identified values..

Identified Portage Trails (PT): This prescription minimizes the potential impact on the value from forest management activities as it provides an aesthetic buffer from these activities. It also provides some visual screening of cutover areas which may be visible from the value and may reduce noise impacts from forest management operations. The prescription also protects the value from damage by potential post-harvest blowdown events.

This prescription was developed by the planning team based on discussion with and input from the local canoe club (Manitouwadge Public Consultation Committee).

Snowmobile Trails that are part of the Ontario Federation of Snowmobiles Club's Trail Network (SN): The prescription provides direction to prevent damage to the trail(s) and ensures that the trail(s) are left free of obstacles and passable post forest management operations, while allowing forest management operations to proceed.

This is very similar to the prescription that was developed by the planning team, in consultation with the Sno' Drifters snowmobile association, and applied for the first five-year term of the FMP. This prescription is also consistent with the prescription developed and applied for the Big Pic Forest 2002-2022 FMP. The potential impact on the value from forest management activities is minimized.

Lake Trout Lake (LTL): The prescription provides protection of natural lake trout lakes in order to prevent unplanned access while implementing sound forest management practices.

This prescription is based on the *Regional Benchmark for the Development of Lake Trout Lake AOC Prescriptions in Forest Management Plans* from Northeast Regional MNR. The reserve portion of the AOC ensures a sufficient buffer from harvest, renewal and tending activities is provided to the value. The application of a no operational road zone with guidelines for renewal should prevent any new access to the value. Further, the application of a no primary/branch road/landing zone limits new access in the area and potential impacts to the value. Any potential impacts on the value from forest management activities are minimized through the application of this prescription.

Mustela Lake (OL-1): This prescription minimizes the potential impact on the value from forest management activities as it provides an aesthetic and noise buffer from forest management activities. This prescription also ensures protection of lakes with high potential sensitivity to forest management operations. The regeneration of skid trails approaching the lake will limit new access to the value. The creation of young forest cover near the value will likely increase moose browse and create favourable moose habitat.

This is the same prescription that was developed by the planning team and applied for the first five-year term of the Big Pic Forest 2007-2017 FMP. The value is not currently being used as a tourism lake and the application of this prescription minimizes any future potential impact on the value.

Fakeloo and Little Fakeloo Lakes (OL-2): This prescription minimizes the potential impact on the value from forest management activities as it provides an aesthetic and noise buffer from forest management activities. This prescription also ensures protection of lakes with high potential sensitivity to forest management operations. The regeneration of skid trails approaching the lake will limit new access to the value. The creation of young forest cover near the value will likely increase moose browse and create favourable moose habitat.

This is the same prescription that was developed by the planning team and applied for the Big Pic Forest 2002-2007 FMP and for the first five-year term of the Big Pic Forest 2007-2017 FMP. Both lakes are designated commercial tourism lakes. Little Fakeloo has an outpost camp; there is no outpost camp on Fakeloo Lake. Both lakes have been used in the past for fall moose hunting operations. The application of this prescription minimizes any potential impact on the value.

Michal and Solann Lakes (OL-3): This prescription minimizes the potential impact on the value from forest management activities as it provides an aesthetic and noise buffer from forest management activities. A viewscape analysis was performed and indicated that no cutover area would be seen as a result of the planned harvest area. Timing restrictions on harvest operations and mechanical site preparation will limit noise effects to limited periods or when the outpost is not in use. This prescription also ensures protection of lakes with high potential sensitivity to forest management operations. The regeneration of harvest areas within three years will limit new access to the value. The creation of young forest cover near the value will likely increase moose browse and create favourable moose habitat. The installation of signs posted under the Public Lands Act limiting prohibiting use of the roads to access these lakes should limit new access to the value (BIP-0015, 0016). In addition, the planned decommissioning for new operational roads in this area (refer to Table FMP-18) will also limit the creation of new access points to the value.

This is the same prescription that was developed by the planning team and applied for the Big Pic Forest 2002-2022 FMP and the first five-year term of the Big Pic Forest 2007-2017 FMP. Michal and Solann Lakes are designated commercial tourism lakes with outpost camps and designated camping sites.

Vein Lake (OL-4): This prescription minimizes the potential impact on the value from forest management activities as it provides an aesthetic and noise buffer from forest management activities. A viewscape analysis was performed and indicated that no cutover area would be seen as a result of the planned harvest area. Timing restrictions on harvest operations and mechanical site preparation will limit noise effects to limited periods or when the outpost is not in use. This prescription also ensures protection of lakes with high potential sensitivity to forest management operations. The regeneration of harvest areas within three years will limit new access to the value. The creation of young forest cover near the value will likely increase moose browse and create favourable moose habitat. The installation of signs posted under the Public Lands Act limiting use of roads in this area should limit new access to the value. (SIGN BIP-013, 2009). In addition, the planned decommissioning for new roads which may be used to access Vein Lake (refer to Table FMP-18) will also limit the creation of new access points to the value.

This is the same prescription that was developed by the planning team and applied for the Big Pic Forest 2002-2007 FMP and the first five-year term of the Big Pic Forest 2007-2017 FMP. Vein Lake is a designated commercial tourism lake with an outpost camp. There are no planned harvest areas in the current FMP within 1 km of the shoreline of Vein Lake.

Dianthus Lake (OL-5): This prescription minimizes the potential impact on the value from forest management activities as it provides an aesthetic and noise buffer from forest management activities. This prescription also ensures protection of lakes with high potential sensitivity to forest management operations. The creation of young forest cover near the value will likely increase moose browse and create favourable moose habitat. In addition, the application of a moose aquatic feeding area AOC (MA) at the south end of the lake will provide more reserve area and protection to the value.

This is the same prescription that was developed by the planning team and applied for the Big Pic Forest 2002-2022 FMP and the first five-year term of the Big Pic Forest 2007-2017 FMP. The value is not currently being used as a tourism lake and the application of this prescription minimizes any future potential impact on the value

Tickseed Lake (OL-6): This prescription minimizes the potential impact on the value from forest management activities as it provides an aesthetic and noise buffer from forest management activities. This prescription also ensures protection of lakes with high potential sensitivity to forest management operations. The creation of young forest cover near the value will likely increase moose browse and create favourable moose habitat. In addition, the application of a moose aquatic feeding area AOC (MA) at the south end of the lake will provide more reserve area and protection to the value.

This is the same prescription that was developed by the planning team and applied for the Big Pic Forest 2002-2022 FMP and the first five-year term of the Big Pic Forest 2007-2017 FMP. The value is not currently being used as a tourism lake and does not have an outpost camp. The value has also been road-accessible (from the Tickseed Lake Road) since the mid-1960's. The application of this prescription minimizes any future potential impact on the value.

Birston Lake (OL-7): This prescription minimizes the potential impact on the value from forest management activities as the 1,000 metre AOC provides an aesthetic and noise buffer from forest management activities. Timing restrictions on harvest operations and mechanical site preparation will limit noise effects to limited periods or when the outpost is not in use. This prescription also ensures

protection of lakes with high potential sensitivity to forest management operations. The regeneration of harvest areas within three years will limit new access to the value. The creation of young forest cover near the value will likely increase moose browse and create favourable moose habitat. A sign on Gaffhook Lake Road, posted under the Public Lands Act, limiting use of roads in this area to access Birston Lake should limit new access to the value. In addition, the planned decommissioning for new operational roads which may be used to access Birston Lake (refer to Table FMP-18) will also limit the creation of new access points to the value.

This is the same prescription that was developed by the planning team and applied for the Big Pic Forest 2002-2007 FMP and the first five-year term of the Big Pic Forest 2007-2017 FMP. Birston Lake is a designated commercial tourism lake with no outpost camp. Currently there is no commercial camp operating on the lake but the outfitter who holds the rights to the lake considers it has potential for fall moose hunting operations.

Little Vein Lake (OL-10): This prescription minimizes the potential impact on the value from forest management activities as it provides an aesthetic and noise buffer from forest management activities. Timing restrictions on harvest operations and mechanical site preparation will limit noise effects to limited periods or when the outpost is not in use. This prescription also ensures protection of lakes with high potential sensitivity to forest management operations. The regeneration of harvest areas within three years will limit new access to the value. The creation of young forest cover near the value will likely increase moose browse and create favourable moose habitat. The installation of signs posted under the Public Lands Act limiting use of roads in this area should limit new access to the value (PLA signs: BIP-001, BIP-003). In addition, the planned decommissioning for new roads which may be used to access Vein Lake (refer to Table FMP-18) will also limit the creation of new access points to the value.

This is the same prescription that was developed by the planning team and applied for the Big Pic Forest 2002-2007 FMP and the first five-year term of the Big Pic Forest 2007-2017 FMP. Little Vein lake is a designated commercial tourism lake with an outpost camp.

Loughlan, McMahon and Kalz Lakes (OL-12): This prescription minimizes the potential impact on the value from forest management activities AOC provides an aesthetic and noise buffer from forest management activities. Timing restrictions on harvest operations and mechanical site preparation will limit noise effects to limited periods or when the outpost camp is not in use. This prescription also ensures protection of lakes with high potential sensitivity to forest management operations. The creation of young forest cover near the value will likely increase moose browse and create favourable moose habitat. The installation of signs posted under the Public Lands Act limiting use of roads in this area to access these lakes should limit access to the value (BIP-029, BIP-032, BIP-034). In addition, the planned decommissioning for new roads which may be used to access these lakes (refer to Table FMP-18) will also limit the creation of new access points to the value.

This is the same prescription that was developed by the planning team and applied for the first five-year term of the Big Pic Forest 2007-2017 FMP. Loughlan, McMahon and Kalz Lakes are designated commercial tourism lakes with no outpost camp on either McMahon or Kalz Lakes, one outpost camp on Loughlan Lake.

Helianthus Lake (OL-13): This prescription minimizes the potential impact on the value from forest management activities AOC provides an aesthetic and noise buffer from forest management activities. Timing restrictions on harvest operations and mechanical site preparation will limit noise effects to limited periods or when the outpost is not in use. This prescription also ensures protection of lakes with high potential sensitivity to forest management operations. The creation of young forest cover near the

value will likely increase moose browse and create favourable moose habitat. Signs posted under the Public Lands Act limiting use of roads in this area to access these lakes should limit access to the value (BIP-001, BIP-003). In addition, the planned decommissioning for new roads which may be used to access these lakes (refer to Table FMP-18) will also limit the creation of new access points to the value.

The area of the AOC now falls within the DEF caribou deferral block (refer to FMP Section 8.1.2), which does not allow any forest management operations for the next 20 years. A primary road corridor is located within the AOC but is a long-term (20-year) corridor not planned for construction during phase II of planned operations in the current FMP. The deferral block and road corridor will be re-evaluated in future planning processes. Therefore there are no potential impacts to the value during this planning term.

This is the same prescription that was developed by the planning team and applied for the first five-year term of the Big Pic Forest 2007-2017 FMP. Helianthus Lake is a designated commercial tourism lake with no outpost camp.

Long Alice Lake (OL-14): This prescription minimizes the potential impact on the value from forest management activities AOC provides an aesthetic and noise buffer from forest management activities. Timing restrictions on harvest operations and mechanical site preparation will limit noise effects to limited periods or when the outpost is not in use. This prescription also ensures protection of lakes with high potential sensitivity to forest management operations. The creation of young forest cover near the value will likely increase moose browse and create favourable moose habitat. Sign posted under the Public Lands Act limiting use of roads in this area to access these lakes should limit access to the value (BIP-024). In addition, the planned decommissioning for new roads which may be used to access these lakes (refer to Table FMP-18) will also limit the creation of new access points to the value.

This is the same prescription that was developed by the planning team and applied for the first five-year term of the Big Pic Forest 2007-2017 FMP. Long Alice Lake is designated commercial tourism lake with outpost camp.

Huck Lake (OL-14b): This prescription minimizes the potential impact on the value from forest management activities. The reserve portion of the AOC ensures a sufficient buffer from harvest, renewal and tending activities is provided to the value. Due to the limiting terrain in the area, the planned road location of Long Alice Lake Road is within Zone 3 of this AOC (OL-14B) which is a divergence from regional direction. The road location is permitted as per discussion with the Wawa MNR District Manager and approved in principle and subject to the restrictions as outlined in Table FMP-19. The installation of signs posted under the PLA and planned road decommissioning limits new access to the value, and timing restrictions on some forest management activities limits noise effects to time periods when the outpost camp is not in use. The application of this prescription minimizes any potential impacts to the value. Signs posted under the Public Lands Act limiting use of roads in this area to access this lake should limit access to the value (BIP-024). In addition, the planned decommissioning for new roads which may be used to access these lakes (refer to Table FMP-18) will also limit the creation of new access points to the value.

Huck Lake is a potential commercial tourism lake with no outpost camp and a natural lake trout lake. This prescription is based on the *Regional Benchmark for the Development of Lake Trout Lake AOC Prescriptions in Forest Management Plans* from Northeast Regional MNR.

Cirrus and Madoson Lakes (OL-15): Cirrus and Madoson Lakes are natural lake trout lakes. This prescription is based on the *Regional Benchmark for the Development of Lake Trout Lake AOC Prescriptions in Forest Management Plans* from Northeast Regional MNR.

The prescription provides protection of natural lake trout lakes in order to prevent unplanned access while implementing sound forest management practices. The reserve portion of the AOC ensures a sufficient buffer from harvest, renewal and tending activities is provided to the value. In addition, planned access restrictions and planned decommissioning for new roads which may be used to access these lakes (refer to Table FMP-18) will also limit the creation of new access points to the value. The planned road location of Gaffhook Lake Road is located within zone 3 of this AOC (OL-15), which is a divergence from regional direction. The road location is permitted as per discussion with the Wawa MNR District Manager and approved in principle and subject to the restrictions as outlined in Table FMP-19. Existing signs posted under the PLA will be revised to restrict access to Cirrus Lake, planned road decommissioning should limit new access to the value, and timing restrictions on some forest management activities limits noise effects to time periods when the outpost camp is not in use. The application of this prescription minimizes any potential impacts to the values.

Birston Lake (OL-15b): This prescription minimizes the potential impact on the value from forest management activities. This AOC provides an aesthetic and noise buffer from forest management activities and minimizes the potential of new access to the value. Timing restrictions on harvest operations and mechanical site preparation will limit noise effects to limited periods or when the outpost is not in use. This prescription also ensures protection of lakes with high potential sensitivity to forest management operations. The creation of young forest cover near the value will likely increase moose browse and create favourable moose habitat. Sign posted under the Public Lands Act limiting use of roads in this area to access these lakes should limit access to the value (BIP-024). In addition, planned decommissioning for new roads which may be used to access these lakes (refer to Table FMP-18) will also limit the creation of new access points to the value.

This is the same prescription that was developed by the planning team and applied for the first five-year term of the Big Pic Forest 2007-2017 FMP, with additional restrictions to limit new access to the second value. Birston Lake is a Natural Lake Trout Lake and a designated commercial tourism lake with no outpost camp. Currently there is no commercial camp operating on the lake but the outfitter who holds the rights to the lake considers is has potential for fall moose hunting operations.

Provincial Parks and Conservation Reserves (PC): The prescription provides direction regarding the marking of the harvest boundary to prevent incursions into the value. Also restrictions on aerial tending will not impact the forest cover within the value, and restrictions on mechanical site preparation operations will prevent potential new access to the value.

This is very similar to the prescription that was developed by the planning team and applied for the first five-year term of the FMP. The potential impact on the value from forest management activities is minimized.

Other Notes:

- For more information on any Area of Concern prescriptions, see Phase II Table FMP-10 and/or Supplementary Documentation 8.9.5