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**Appendix 12.2.1E**  
**Vanderhoof Land and Resource**  
**Management Plan/Background Document**  
**and Reference Information**



# Vanderhoof Land and Resource Management Plan (LRMP)

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## Background Document and Reference Information

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for the

## Access Management Plan for Forest Recreation: 2008

**Integrated Land Management Bureau**

**March 2008**

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## Executive Summary

Residents and visitors to British Columbia have long enjoyed access to Crown land in the quest to experience a variety of activities and opportunities. The term “access” can mean several things to different people and is generally viewed as a fundamental right, essential in the pursuit of recreational, commercial and industrial interests.

Historically, industrial users (i.e. forestry) establish roads into areas that were once inaccessible resulting in recreation users and other commercial ventures following. As these new opportunities evolved, in conjunction with continued development of Crown land, conflict between the diverse groups of users emerged resulting in social conflicts, impacts to the environment and economic costs.

Under the guidance of the Vanderhoof LRMP, the Vanderhoof Forest District has been implementing an Access Management Plan for the last 10 years. Due to the Mountain Pine Beetle epidemic, this plan required updating. The goal of the revised *Vanderhoof Access Management Plan for Forest Recreation* is to:

- align the existing patterns of recreational use with the current situation regarding roads and access;
- manage for the continued integrity of the recreational experiences and opportunities provided;
- ensure there is no impact to timber flow and supply.

This plan does not prevent or preclude anyone from accessing Crown land; the right for industrial development and public recreational activity is still maintained. What this plan is providing are strategic options for “how to access an area” based on the recreational experience desired and preferred method of use. Essentially this plan provides choices for quality recreational experience on the landbase. The foundation of the plan is driven by a simple intent:

***Provide policy information for the management of roads and recreational experiences in areas currently roaded and unroaded, to maintain the recreational values that have been identified for motorised and non-motorised recreational use.***

The Vanderhoof Access Management Plan for Forest Recreation does not deal with the operational control measures associated with access management (e.g. barriers) or the management of recreation sites and trails. The plan is quite simply a comprehensive map with policy objectives for identified access management designations. This backgrounder and reference document is supplementary information to the map that clarifies management intent of the plan, describes the process undertaken and provides information for professionals and decision makers to consider in future road development and access management implementation.

Every attempt was made to have a coordinated and inclusive approach to effectively improve upon the existing Access Management Plan. Through-out the development of the plan, LRMP participants, stakeholders, organisation, associations and general public have had an opportunity to identify the recreation pattern of use in the Vanderhoof area. Input was received from a variety of sources at a variety of events over a three year period.

This plan is a policy plan that does not have any legislative authority to regulate compliance. Implementation will solely be reliant on voluntary compliance, professional reliance and a commitment from all parties including government agencies, industry, commercial recreation, the community-at-large and the general public.

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# Vanderhoof Access Management Plan for Forest Recreation 2008-2013

## Background Information and Reference Guide

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### INTRODUCTION

Access management planning is a coordinated effort to reduce the impacts of road development on other values such as recreation, wildlife, fisheries and the environment. It is a tool to engage the public and stakeholders in a process of proactive consideration of future road development and management of existing roads.

Access management issues tend to be cumulative – the more access there is, the greater the number of concerns that emerge. As a result, the planning for access can generate much debate and be extremely controversial at times. Where the controversy exists focuses around how best to message the issues and concepts of access management, such as:

- It is not everything for everyone, everywhere; any time.
- It does and can provide something, somewhere for everyone; every time.
- Highlighting the specific values that need to be considered in access management decisions.
- To achieve desired future conditions for specific values will require trade-offs and balancing between resource values and users.

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### CONTEXT

The Vanderhoof Land and Resource Management Plan (LRMP) provides explicit guidance and expectations around how best to manage access in the plan area. As such, the Ministry of Forests and Range has been implementing a very prescriptive access control point plan for the last 10 years. Some of these control points were successful and others were problematic; but overall, the strategic intent of the LRMP, which is to manage the impact of access on various other values and uses, was applied.

Part of the process and technique behind the update of this access management plan involved the review and assessment of the LRMP's General Management Direction (GMD) and Resource Management Zone's (RMZ's) to determine relevancy and compatibilities specific to the current state of the land base.

The updated Access Management Plan is a reflection of:

- where specific recreational opportunities and experiences currently exist.
- current and established patterns of motorised and non-motorised recreational use.
- clarification of the guidance provided in the LRMP.
- the current state of road density so that future development can consider the recreational values identified.

The foundation of forest management is now guided by the principles of a results-based system. As a result, the update to the access management plan will not provide prescriptive or detailed strategies for implementation. Instead, strategic information that provides the desired condition for specific recreation values is provided, with the onus on the road proponent to implement strategies that will achieve the results over time.

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## **BACKGROUND**

### **Vanderhoof Land and Resource Management Plan (LRMP)**

The Vanderhoof LRMP is a consensus land use plan that was approved by the B.C Provincial Cabinet , and is entering the 11<sup>th</sup> year of implementation and monitoring. The Vanderhoof LRMP is a policy land use plan, which provides strategic guidance via objectives and strategies for specific values on the land base<sup>1</sup>.

The Vanderhoof LRMP was developed by a large and varied group of public, stakeholders and government. This group collectively worked together, under the principles of respect and recognition for positions and opinions, to develop a common vision of the “social voice” for resource management of specific values.

The Vanderhoof LRMP participants have been meeting regularly since 1998 to receive updates and information regarding the implementation of the plan. The role of the LRMP participants is to provide advice, recommendations and guidance to government and other implementing parties. These meetings have always been advertised and open to the public, with new people attending each time to provide new perspectives, representation of interest and reflection of views and opinions from the communities of Vanderhoof, Fraser Lake and Fort Fraser.

### **Policy Plans under the Forest and Range Practices Act (FRPA)**

The Vanderhoof LRMP was actively considered and successfully implemented under the legislative guidance of the Forest Practices Code of B.C Act.<sup>2</sup>. The shift to the Forest and Range Practices Act (FRPA) has placed implementation of policy plans into the realm of professional reliance, with limited “safety nets” to ensure the consideration of issues or values that are not expressly identified in the legislation. This has introduced a layer uncertainty and risk with respect to the social guidance contained in the LRMP.

This risk can be managed through the continued endorsement and re-affirmation of policy LRMP’s that play a critical role in the implementation of FRPA.

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<sup>1</sup> The total amount of landbase in the Vanderhoof LRMP planning area is approximately 1.3 million hectares. Of that, 1,059,000 is managed by the province.

<sup>2</sup> The consideration and inclusion of LRMP guidance in Forest Development Planning approval was provided through Section 41 (1) (b) of the *Forest Practices Cod of British Columbia Act, 1994* where the District Manager must be satisfied that the development plan will adequately manage and conserve the forest resources of the area. This provision no longer exists in the Forest and Range Practices Act (FRPA)

## **Access Management and the Vanderhoof LRMP**

The guidance in the LRMP was fortuitous in recognising the fundamental need to maintain and promote industrial, recreational and public access, while recognising new access opportunities creates challenges and impacts to other values that compound land use planning issues.

The management of access in the Vanderhoof LRMP is one of the most explicit and highly prescribed values at the General Management Direction and Resource Management Zone level. The guidance provided focuses on the maintenance of access to crown lands in a way that balances and sustains the social, economic and environmental values identified in the plan. The LRMP promoted a range of access types, levels and uses which are reflective of the opportunities and circumstances across the plan area (e.g. guidance to maintain access in areas with high densities of road, guidance to maintaining trackless wilderness).

Some of the access management issues the LRMP addresses include:

- The need to build access routes or close access routes.
- The tension that exists between the need to accommodate for industrial, commercial, and public uses while maintaining ecosystem integrity that support fish and wildlife values.
- The management of competing user groups on the same roads and trails (4WD vs. horseback riding).
- The change to the physical environment from increased traffic volume that leads to increased amounts of sediment transfer, erosion and displacement of wildlife.
- The social and economic impacts to infrastructure and culturally significant values (vandalism and theft).

### **Access Management General Management Direction**

This General Management Direction in the Vanderhoof LRMP provides overall principles and strategic intent for the management of access that was reflected in the updated Access Management Plan. Some of the guiding principles for access management in the LRMP planning area include:

- Develop a comprehensive and coordinated Access Management Plan that clearly identifies the access status of all roads for both industrial and recreational users.
- Use of a range of access management as needed to provide a variety of recreational experiences and to conserve other resource values.
- Access management should be publicly defensible and used only where public consultation has occurred.
- Where access is restricted, it will incorporate both a physical closure, if possible, and a posted sign announcing the closure.
- The Access Management Plan will change and evolve, as new roads are developed throughout the planning area.
- Gates are not a preferred form of access control.

Refer to Appendix 1 for the complete 1997 LRMP General Management Direction (GMD) for Access Management.



## **1998 – 2005 Access Management Plan**

The Access Management Plan that has been implemented for the last 10 years, has approximately 60 access control points (of various types) that block vehicular access into LRMP identified Access Management Areas. Assuming that all these control measures are effective, this puts about 262,000 hectares (19%) of the district under access management restrictions, specific to non-motorised recreational use. The closures were in effect year round for the management of recreation, fish and wildlife values.

## **Triggers for Updating – Mountain Pine Beetle**

Initiatives such as the Access Management Plan became secondary to the reactive and accelerated harvesting in an attempt to control the mountain pine beetle epidemic and capture economic losses. This resulted in increased road densities in areas already developed and new access development created in previously intact and unroad areas.

Subsequently, portions of this plan became redundant and ineffective at meeting the overall strategic goal for access management planning. The plan needed to be updated so that the strategic guidance in the LRMP was re-aligned, clarified and reflective of recreational access pressures, current use and competing demands.

Under the direction of the *2006 – 2011 B.C Government Mountain Pine Beetle Action Plan* and with Inter Agency Management Committee (IAMC) endorsement, the values within the LRMP identified most at risk from the mountain pine beetle epidemic and associated salvage harvesting were assessed and updated<sup>3</sup>. The update to the Access Management Plan is part of this larger project.

## **Results of the Review and Assessment**

Overall, even with the change to the landscape from the mountain pine beetle, the strategic intent of the GMD for access management is still valid and relevant, reaffirming the need for implementation and consideration in operational planning. This assessment and review indicated the need to:

- immediately update the access management plan so it is compatible to “today’s” situation (i.e. patterns of use),
- accommodate for more motorised recreational activity,
- clarify who is responsible to implement the plan and who is accountable to follow the plan,
- manage the impacts of roads on all types of recreational experiences,
- ensure flexibility for the continued effective and efficient forestry operations,
- maintain business opportunities for nature based tourism,
- ensure future opportunities for economic diversification are maintained.

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<sup>3</sup> There has been a 200% increase in the Allowable Annual Cut (AAC) in Vanderhoof. Traditional level of harvest was approximately 2.0 million cubic meters per year, in comparison to the 2004 MPB uplift harvest of 6.5 million cubic meters per year.

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# VANDERHOOF ACCESS MANAGEMENT PLAN FOR FOREST RECREATION

The Vanderhoof Access Management Plan for Forest Recreation updates the current plan to better offer a range of recreation opportunities for motorised and non-motorised uses. It attempts to effectively mitigate the impacts of roads on the recreational opportunities and experiences through the management of road densities, while at the same time providing operational certainty for resource development.

The update plan has developed policy information regarding the management of access with respect to key recreation values on the landbase. The recreation values that are identified in this plan are defined as:

*“Recreation Opportunity + Setting of Environment = Overall experience”*

This plan offers certainty for specific types of recreational use by identifying where this recreational use occurs. This plan also provides a choice to participate in a preferred recreational activity within a setting that will heighten the overall enjoyment and achieve a desired experience.

## **Goal of the Plan:**

- 1) Ensure a balance of recreational opportunities in areas close to the communities and in remote locations.
- 2) Decrease the trend towards diminished quality and diversity of recreational experiences.
- 3) Provide economic diversification potential.
- 4) Reduce the potential for a reactive and isolated approach to the management of access related issues.
- 5) Attempt to address the identified risk to other values in the LRMP due to the inter-linkages of road related access and the impact on the social and environmental values.

## **Purpose of the Plan**

The purpose of the plan is to strategically identify recreational land use pattern classifications that:

- Represents the diverse range of recreation opportunities and experiences for specific recreational uses (motorised and non motorised ).
- Provides information that influences the levels and intensity of preferred use as opposed to not allowing any access at all.
- Reduces conflict between recreationalists who like to use motorized means (ATV's, 4x4) of accessing crown land and those who prefer to use their feet, horses or bicycles.
- Identifies a permanent road network to ensure on-going access to a variety of recreation areas.
- Encourages management of road densities to maintain the current state of recreational experiences.

### ***Important Principles of the Plan:***

- Areas with Access Management Designations are not protected from industrial development and use. All resource operations, including forest harvesting, oil and gas, mining, trapping and grazing will occur and continue to develop crown land.
- The plan is not promoting or providing areas of exclusive use for commercial recreation purposes. All guide outfitters and commercial lodge operations must conduct their business in compliance with the Access Management Designations and are subject to the same “rules” of the plan as the public.
- The updated plan will replace what is currently being implemented for access management on the land base.
- This plan does not apply to First Nations; they can continue to engage in traditional activities within the plan area.
- This plan will be reviewed when required to adapt to identified implementation concerns and operational issues encountered.
- Implementation is strictly reliant on voluntary compliance, professional reliance and a “sense” of good will from the public.
- Developed around a community desire to have certainty for a balanced range of recreational opportunities for motorised and non-motorised activities.

### **What this plan does not do:**

- The plan does not apply to winter based recreational activity (i.e. snowmobiling) and is only relevant to spring, summer and fall recreational activities (April – November).
- Will not have an impact on the timber supply, all existing and future resource development will continue to occur.
- It is not a prescriptive “access control point plan” that will dictate where and what types control measures will be used.
- This plan is not about the specific management of viewsheds or impacts to visual aesthetics associated with forest development (i.e. Scenic areas and Visual Quality).
- Update Access Management objectives and strategies within the LRMP RMZ’s.
- Apply to the operational and enforcement issues encountered with loop roads that have been developed.
- Apply to the management of recreation on water bodies (lakes, rivers) with watercraft (boats, jet skies) or aircraft that land on water bodies or private runways.

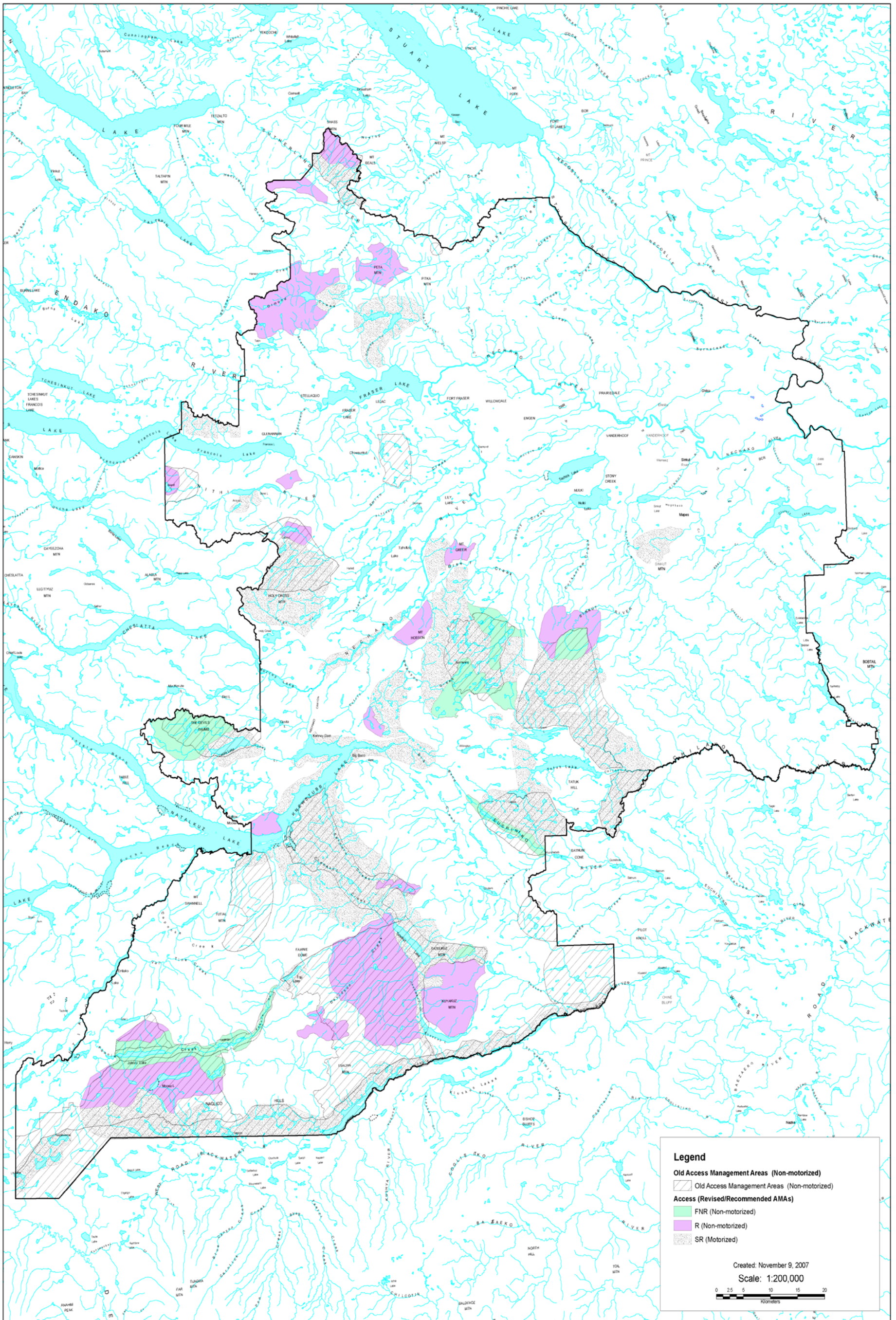
## DIFFERENCE BETWEEN ACCESS MANAGEMENT PLANS

**Table 1: Difference between the two Access Management Plans in Vanderhoof**

1998-2005 Access Management Plan	2008 Vanderhoof Access Management Plan for Forest Recreation
All polygons are designated as non-motorized which is contrary to the current pattern of recreational use	Manages for a range of recreation opportunity and experiences by providing a diversity of non-motorized and motorized recreation uses based on established and known patterns of use  The amount of non-motorized recreation management is considerably less
Access management restrictions are year round	Access Management Designations are seasonally based from April to November (snow free period)
Does not support a "level" playing field. The plan only applies to the recreating public	Access Management Designations apply to all recreationalists, including private land holders, commercial recreation, guide outfitting businesses and general public
The plan was a consensus based agreement with all LRMP stakeholders and public	The update to the plan did not require consensus from the LRMP or other parties. It was a consultative process where government made the final decision
Does not identify a permanent road network	Identifies a permanent road network that is recommended to be maintained over time to ensure access to many recreation areas
Implementation of the access management plan is the sole responsibility of the MoFR	Shared responsibilities between implementing agencies, road permit holders, commercial recreation and general public
Does not address or manage the accumulative effects of road density	Addresses the impact of road density on recreational experiences
In some areas, discriminate motorized use (ATV's allowed but not 4x4 vehicles) was applied to recreation activities	Non-discriminate recreation for motorized use; all types of motorised vehicles are permitted
Unsuccessful implementation where the established pattern of use was for motorised recreation	Reflective of the current land base use and demands; many polygons were changed from non-motorised to motorised to support current recreational activities
Some existing access control points are in place to prevent the use of loop roads and connectors between districts	Does not address management concerns regarding district to district connectors and loop roads

For a more detailed description and comparative analysis between the two plans, refer to Appendix 2.

**Figure 1: Map illustrating the changes in Access Management Areas and Designations**



**Table 2: Numerical Comparison between the Vanderhoof Access Management Plans**

Vanderhoof Access Management Plans					
	Total amount of non-motorized access (ha)	% of District	Amount of areas being managed for road density that is motorised access	% of District	Total amount of Access Management for motorized and non-motorized recreation (Total Plan Area)
Old Access Management Plan	250,929	18	none	n/a	250, 929
Updated Access Management Plan	120,055	8	196,824	14	316,880
Total Difference**	130,874	10			65,951
<b>Gross Area of the Vanderhoof Forest District = 1,387,973 ha</b>					

**\*\*NOTE:** Total amount of "area being managed under the updated plan" has increased by 65,951 ha. This increase is in motorised areas only so that road density can be managed

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## PROCESS

The process involved to update this plan was iterative, diligent and transparent in an attempt to provide a balanced outcome with a common understanding of the product.

### Who was involved in the development of the updated plan?

The update of this plan involved a multitude of people at various stages of the process. A consultative framework incorporated advice and guidance from the Vanderhoof LRMP participants, organisations/associations/clubs, stakeholders, industry, local MLA, general public and government agencies including the Vanderhoof Ministry of Forest and Range, Ministry of Tourism, Sports and the Arts and the Ministry of Environment. This all occurred through a series of meetings, workshops, open houses, trade shows and correspondence in 2005, 2006 and 2007. All LRMP meetings held were always open to members of the public, and advertised as such.

### Process Design

This process was not a consensus based process requiring all parties to reach a common agreement. It was determined at the very beginning of the update project that all parties involved and consulted would play an advisory role, providing government with information and knowledge to support the final decision that would ultimately be made by government.

## Representation of Interests and Values

It was important that the participants involved with the process were representative of the diverse cross-section of interests and values within the Vanderhoof community. Attempts were made to actively solicit and engage new participants for the LRMP meetings. This was accomplished through the development of a comprehensive “Stakeholder Analysis” that identified where the gaps existed and who could provide the representation. This was a critical step to ensuring the dialogue with the LRMP participants was balanced and representative.

As a result of this active engagement, the participation at the LRMP meetings was strengthened to approximately 50 individuals that consistently attended and represented a multitude of interests and values. Refer to Appendix 3 for the complete listing of the interests and values involved in the process.

Additional information regarding the LRMP meetings and workshops can be found on the Vanderhoof LRMP Website: <http://ilmbwww.gov.bc.ca/lup/lrmp/northern/vanderhf/index.html>

## Public Review Process

An extensive one year public review and comment period to gather the community’s perspectives, knowledge and opinions was conducted on the draft plan. ILMB and the MoFR diligently exchanged information and sought input and advice through multiple meetings with various stakeholder groups, organized clubs, the Village of Vanderhoof and interested public.

During the formal public review period, ILMB received about 50 written letters and emails in response to the draft plan. The responses ranged from general opposition to access management planning, to overall support. The key themes that emerged from the comments received, included:

- specific locations and details on where and how people recreated within the plan area (motorised and non-motorised).
- confirmation that fairness and equity was critical to building trust and understanding of the plan.
- the additional operational planning required for access management will be a burden to forestry operations.
- need to ensure this plan would not impede on the development of future mainlines or connector routes.
- Need to ensure this plan would not impact the ability to effectively mobilise equipment to fight fire or increase the risk from potential wildfires
- the need to have certainty provided for specific recreation uses for safety reasons and overall enjoyment of the activity.
- concern with how the plan will deal with dispute resolution and collect future comments regarding implementation concerns and violations.

Additionally, ILMB received approximately 900 signatures (approximately 300 households) by way of a “form letter”. The statements in the form letter revolved around the concept of “fairness” between public and commercial recreation, the need for equality regarding access management and the general lack of awareness regarding the LRMP. Much of the opposition

for access management planning was focused on specific operational implementation issues that have been in place prior to the development of the LRMP.

Overall, the information received from the public review and comment phase was highly considered and greatly enhanced the end result. Notably, some of the enhancements included specific changes to accommodate where known motorised recreation existed. Refer to Appendix 4 and 5 for the complete listing of all the public comments received along with government's responses to how accommodations were made.

## **First Nations**

First Nations within the Vanderhoof LRMP planning area were actively engaged and consulted regarding the update to the Access Management Plan. The intent was to keep them informed about how the public plan was being implemented within their traditional territories. It was clearly messaged that First Nations can continue to engage in traditional activities within the access management plan area. Overall, the First Nations that were consulted had no opposition or concern with the plan.

ILMB will continue to seek input from First Nations with respect to this plan and other strategic land use issues in the future.

## **Decision Making**

For this project, the decision making authority rests with the ILMB Regional Executive Director, who required Inter Agency Management Committee (IAMC) endorsement and support. The rigor applied to this process was very thorough, and included the following achieved milestones:

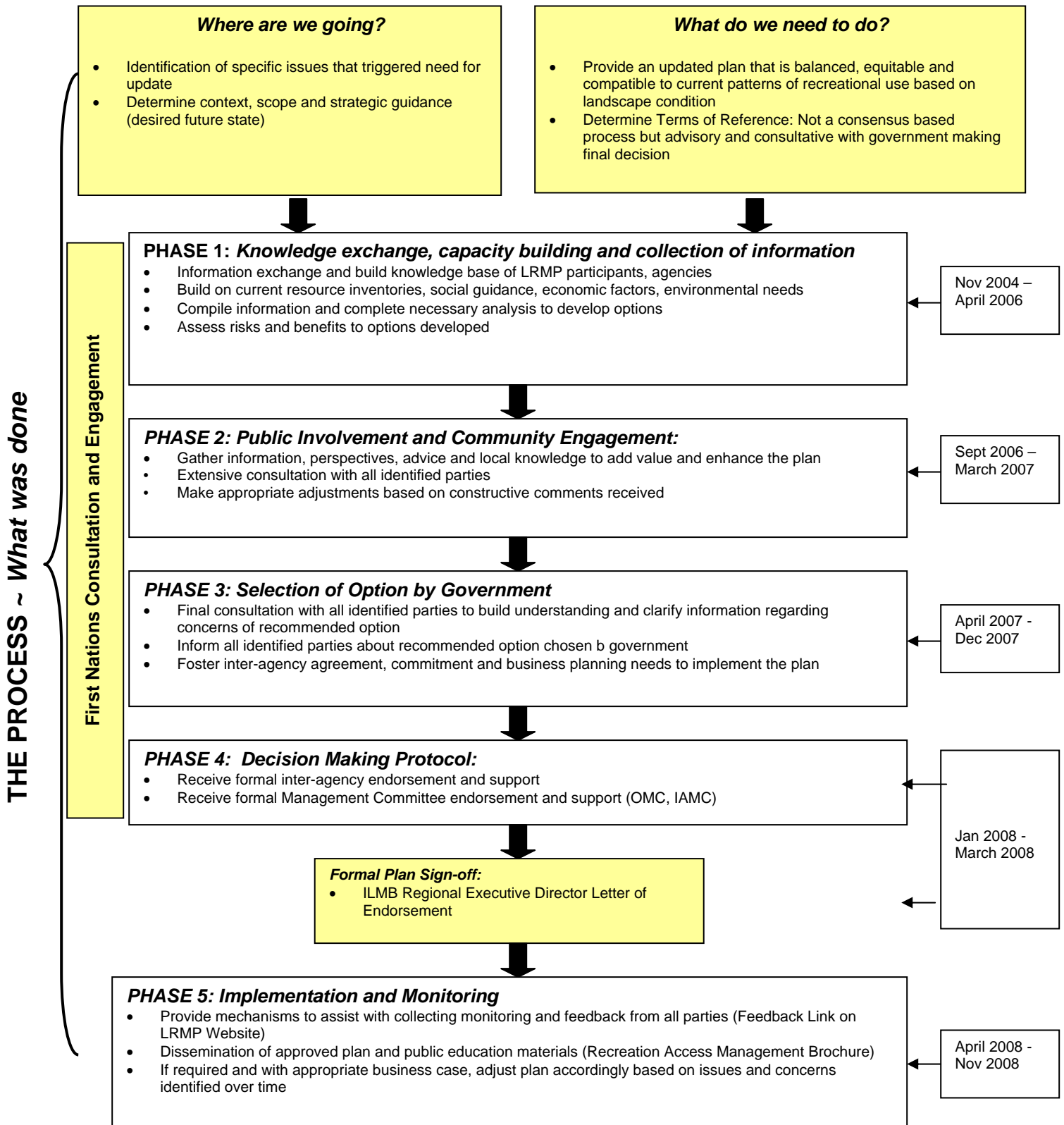
- Formal support and endorsement from all agencies involved in the development of the updated plan (December 2007).
- Formal support and endorsement from all agencies that sit on the Omineca Managers Committee (January 2008).
- Formal support and endorsement from the Inter Agency Management Committee (February 2008).
- Formal endorsement and sign-off of plan as policy information from ILMB Regional Executive Director (March 2008).



**Figure 2: Process Overview of the Updated Access Management Plan for Forest Recreation**

**Mission Statement:** *The quality and acceptance of the project results is based on a transparent, inclusive and integral process. This project is driven by process and not pre-determined outcomes*

**Access Management Plan**



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## **TECHNICAL ASSESSMENT AND METHODOLOGY**

### **Overview**

The updated Vanderhoof Access Management Plan for Forest Recreation strives to provide a variety of recreational experiences that considered values such as:

- tourism
- public recreation
- wildlife
- timber
- mining
- other industry
- agriculture
- fisheries and aquatic resources

A combination of social knowledge ( “where and how do you recreate”) and technical analyses were used to define the current state of the land base, established patterns of use and available recreation opportunities and experiences (Table 3).

Based on this assessment, policy objectives for specific Access Management Designations were developed to assist resource developers in maintaining the spectrum of recreation opportunity in each Recreation Management Unit identified on the landscape.

Through out this process, it was important to consider opportunities where multiple desired outcomes could be achieved through a single planning product. The integration of other values in the determination of the Access Management Designations was critical in mitigating the cumulative effects of road development on other values.

### **Methodology**

- Assessment of the LRMP objectives to determine overall goal and strategic management intent.
- Verification of relevance, effectiveness and success of access control points that manage for non motorized access management areas under the 1998 – 2005 plan.
- Assessment of the recreation opportunity spectrum (ROS) analysis completed to determine what range of recreation settings and opportunities exist for possible management.
  - ROS analysis incorporated the density of all permitted and non-status roads.
  - Determined that there was no “primitive” opportunity area remaining or available.
  - Looked at semi primitive non roaded areas for potential non motorized designations.
  - Recommended that semi-primitive motorized be sustained in current state to conserve the experience.

- Optimize and verify longevity of recreation opportunities by overlapping candidate access management area designations against: ( refer to Table 5):
  - areas with legally constrained or partially constrained forested land base.
  - social, economic and environmental inventories collected.

### **Questions Asked in the Development of Candidate Areas**

#### ***Are designations compatible with economic aspects for industry?***

- Evaluate semi primitive non roaded areas by the following:
  - Working Forest Policy ~ approved and proposed cut blocks, priority harvesting, proposed connector routes, woodlots
  - Exploration and Mining potential (geology, history and current activity)
  - In conflict with fire breaks that will require motorized access for tactical operations and staging

#### ***What other values are the designated areas overlapping with?***

- Wildlife management areas (Ungulate Winter Range)
- Riparian management areas and wetlands
- Sensitive areas ( Nulki Hills)
- Visual Quality Objectives
- Cultural significance for First Nations
- LRMP Values

#### ***What is the recreation value and opportunity the designations for motorized and non-motorised offer?***

- Unique biophysical features, lakes, rivers, wildlife viewing, quality hiking, quality angling, camping, historic significance, day trips, view sheds, rock climbing
- Recreation sites and trails

#### ***What are some potential implementation ideas?***

- currently non roaded and will require thoughtful and proactive operation planning
- target and prioritize future road deactivation efforts in areas with road density concerns
- use existing access control point(s) that are successful
- boundaries are operationally understandable for field verification

#### ***Are the candidate areas compatible with existing patterns of use?***

- Verify with areas of concerns identified from agencies, timber licensees and other industry
- Verify with areas of concern identified for tenured stakeholders and commercial tourism operations
- Verify against specific areas of concern identified from the public and community
- Is it in conflict with private lands that require motorized use to access residence, and if so, has there been a demonstrated alternative method used by resident that is consistent with designation.

***Do the candidate designations make sense?***

- Check the final polygons against the air photo images to determine noise and visual buffering from roads for quality experiences.
- Consistency with the LRMP strategic guidance and intent.
- Designation best suited to the community interest and future economic diversification opportunities.

**Table 3: Inventories, Resource Analysis and Studies used in the development of Recreation Management Areas and Access Management Designations**

Information Type	Description	Source
<b>Technical Information and Inventories</b>		
Vanderhoof Forest District Recreation Sites and Trails	Inventory that compiled and classified all the managed recreation sites and trails	MoTSA (2007)
Recreation Features Inventory	Inventory of the biophysical, cultural, and historic features available in the district for recreation and classifies them based on the values and activities they supports	MoFR (1996)
Recreation Opportunity Spectrum (ROS)	Analysis completed to develop an inventory specific to existing recreation opportunities based on road densities	ILMB (2005-2006)
Ownership and Commercial Tenures	Base mapping of private, crown grants, commercial recreation leases and permits, license of occupation, crown leases, woodlots	ILMB (2005)
Consolidated Road Layer	Development of comprehensive road base map that encompasses all public, forestry and other resource roads developed in the Vanderhoof Forest District. Source data included TRIM, ABR, BCTS, FTEN, DTA and forest licensees in-house data	ILMB (2006)
Forest Fire Breaks	Mapping of the strategic “fire breaks” developed and proposed for tactical forest fire operations and staging located through-out the Vanderhoof planning area	MoFR (2005 – 2006)
Scenic Areas and Visual Quality Objectives (VQO's)	Mapping of the legally established and updated VQO's and Scenic Areas that manage important viewscapes	MoFR (2006 - 2007)
Effectiveness of 1998-2005 Access Management Plan	Analysis to determine the effectiveness of field practices or physical control measures based on success at maintain non-motorised areas	ILMB, MoFR (2005)
<b>Social Information and Inventories</b>		
Vanderhoof Land and Resource Management Plan	Assessment of the strategic intent for Access Management and Recreation & Tourism values; determination of where recreation values exist and what opportunities are provided	ILMB, Vanderhoof LRMP Participants (2005, 2006)
Vanderhoof Recreation and Tourism; Planning Reference Binder	A reference guide to the recreation and tourism planning information specific to the Vanderhoof Forest District	MSRM-ILMB (2003)

Information Type	Description	Source
<b>Technical Information and Inventories</b>		
<p>Public Recreation Inventory</p> <p>Vanderhoof LRMP Access Management Study</p> <p>Vanderhoof LRMP Wildlife Values</p>	<p>Solicited input from the communities in the Vanderhoof planning area to determine existing patterns and types of recreation use/activities</p> <p>Information gathering project that solicited local input and advice (via survey, interviews and face to face meetings) to identify resource values, patterns of use, concerns and comments regarding the access management plan in place</p> <p>Inventory and mapping of where key wildlife values exist from the LRMP RMZ's</p>	<p>ILMB, Public Review and Comment Period (2006 - 2007) MSRM - ILMB (2005)</p> <p>ILMB (2006)</p>
<b>Economic Information and Inventories</b>		
<p>Vanderhoof Nature Based Tourism Study</p> <p>Vanderhoof Forest Licensees Areas of Interest</p> <p>Mineral and Energy Potential</p> <p>Timber harvesting potential</p>	<p>A study that defined the extent of the commercial recreation industry in the Vanderhoof Forest District and determined operational needs on the landscape, where capital investment has occurred and what is required to sustain business opportunities</p> <p>Input and mapping from forest licensees that outlined acceptable locations for access management planning</p> <p>Inventory of known and speculated mineral and energy potential within the Vanderhoof Forest District</p> <p>Mapping of the percent distribution and composition of the leading tree species (pine, spruce, fir) as a surrogate to determine harvesting potential and priority</p>	<p>IAMC, ILMB (2006)</p> <p>ILMB, Forest Licensees (2006)</p> <p>MeM (2006)</p> <p>MoFR, ILMB</p>
<b>Environmental Information and Inventories</b>		
<p>Ministry of Environment Areas of Interest</p> <p>Ungulate Winter Range for Mule Deer and Caribou</p> <p>Interior Forest Condition</p>	<p>Input and mapping from MoE highlighting critical and sensitive areas for wildlife management considerations in access management planning</p> <p>Mapping of the legally established areas that support critical winter habitat for mule deer and caribou</p> <p>Mapping of the current landscape condition for large and intact patches of forest that have not been harvested</p>	<p>MoE (2006)</p> <p>MoE (2006)</p> <p>ILMB (2006)</p>

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## **IMPORTANT ISSUES CONSIDERED**

### **For nature based tourism and recreating public, recognise the importance of:**

- natural aesthetics and access to the high-quality natural landscapes.
- availability of intact forest to provide wilderness opportunities.
- sustain current availability of remoteness ("hang on to the current state of road density) for all types of recreation use, while maintaining traditional means of access and established patterns of use.
- maintain the perception of wilderness through the minimisation of road noise.
- sustainability and enhancement of fish, wildlife and wilderness opportunities necessary for commercial tourism operators and quality recreation experiences for public.
- potential vandalism and theft to private property, equipment, infrastructure or site degradation.

### **Important elements for the forest industry:**

- minimise the cost of wood delivery to the mill.
- no long term reduction in the supply of fibre and timber.
- security and accessibility of fibre and timber supply.
- sustainability of the forest for future generations.
- consideration of other forest values.
- consideration of the costs associated to road construction, maintenance, access controls and deactivation.

### **Important factors for the management of environmental integrity:**

- disruption of ecological integrity and disturbance of threatened or endangered species habitat.
- Application of care and consideration to ecosystem integrity when developing roads in areas that are currently intact forest patches and un roaded.
- alteration of fish and wildlife habitat that may result in inadvertent harassment, damage or destruction of fish and wildlife habitat, disruption in the use of natural migration paths (corridors).
- disturbance of sensitive sites, erodable soils or unstable terrain.
- soil compaction and loss of productive forest land caused by access.
- water quality, stream channel integrity and hydrological issues due to poor construction or practices on the road.
- evasive plant species introduced by humans, equipment or animals that can alter the native plant communities.
- impacts to First Nations wilderness and spiritual values by opening access to humans and animals into previously restricted areas.

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## KEY CONSIDERATIONS APPLIED:

- Roads servicing areas with residences and private property are not compatible with a non motorized access management designation. This establishes a “special tier” of privileges that has challenges associated with implementation.
- If private property and residences exist in areas with a non motorised Access Management Designation, motorised use on the roads to gain access to the private property, within this designation, is not permitted. Alternative means to access private property and residence must be applied ( e.g. air plane, water craft).
- Nuxalk-Carrier Grease Trail (Alexander Mackenzie Heritage Trail) is managed under a separate process/plan and is not part of this access management plan. Currently most of the trail is offers motorised recreational access.
- The Messue Wagon Road, Messue Horse Trail/ Kluskus Bypass are not part of the Nuxalk Carrier Grease Trail and included in the Access Management Plan.



**Table 4: Detailed explanation of the ROS spectrum and Associated Classes**

Recreation Opportunity Spectrum (ROS) DEFINITIONS , CONDITIONS and FACTORS						
	Remoteness		Naturalness		Social Experience	
ROS Class	Distance from road (km)	Size (ha)	Motorized Use	Evidence of Humans	Solitude/Self-reliance	Social Encounters
Primitive (P)	> 8	> 5000 ha	occasional air access, otherwise no motorized access or use in the area.	very high degree of naturalness; structures are extremely rare generally no site modification little on-the-ground evidence of other people evidence of primitive trails	very high opportunity to experience solitude, closeness to nature; self-reliance and challenge.	very low interaction with other people; very small party sizes expected;
Semi-Primitive Non-Motorized (SPNM)	≥ 1	≥ 1000 ha	generally very low or no motorized access or use may include primitive roads and trails if usually closed to motorized use.	very high degree of naturalness; structures are rare and isolated except where required for safety or sanitation minimal or no site modification. little on-the-ground evidence of other people.	high opportunity to experience solitude, closeness to nature, self-reliance and challenge.	low interaction with other people; very small party sizes expected;
Semi-Primitive Motorized (SPM)	≥ 1	≥ 1000 ha	a low degree of motorized access or use.	high degree of naturalness in the surrounding area as viewed from access route; structures are rare and isolated minimal site modification. some on-the-ground evidence of other people evidence of motorized use	high opportunity to experience solitude, closeness to nature, self-reliance and challenge.	low interaction with other people; small party sizes expected;
Roaded Natural (RN)  and/or  Roaded Modified (RM)	≤ 1	N/A	moderate to high degree of motorized use within the area. may have high volume of traffic through the main travel corridor.	moderate degree of naturalness in surrounding area structures may be present and more highly developed; modified some on-the-ground evidence of other people, recreation areas that have natural-appearing surroundings and well traveled corridors	moderate low to high opportunity to experience solitude, closeness to nature, self-reliance and challenge.	moderate to high interaction with other people; small to large party sizes expected;

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## THE PLAN IS THE MAP

The 2008 Vanderhoof Access Management Plan for Forest Recreation is essentially a map. This map identifies Access Management Designations for forest recreation opportunities, settings and experiences and provides policy objectives for road management in these designations.

### **Access Management Designations for Road Management and Forest Recreation Opportunities and Experiences**

#### **Policy Objectives:**

#### ***Motorized Road Access (A) – Road Natural/Road modified (RN/RM)***

Many and various Forest Recreation opportunities exist. Motorized recreation and road access in the majority of the LRMP area is limited only by legal, environmental, or operational requirements under the Forest and Range Practices Act.

Quality natural features are present in a variety of opportunities but settings may be noticeably modified. Moderate to good opportunities to experience solitude and closeness to nature with motorised recreational activities (2WD, 4x4, ATV/ORV). Moderate to high levels of interactions with others, in a variety of party sizes, should be expected.

#### ***Motorized Road Access Semi Remote (B) - Semi-Primitive Motorised (SPM)***

Many and various Forest Recreation opportunities exist. These areas are identified to provide for high quality motorized interactions with more nature based recreation experiences. Excellent opportunity to experience solitude, closeness to nature and challenge. Expectations are for low opportunities to interact with other people in very small party sizes.

While ensuring the continued opportunity for motorised recreational opportunities, roads are to be managed to maintain or reduce overall road density.

#### ***Non Road Accessible Recreation (C) - Semi-Primitive Non Motorized (SPNM)***

Recreation setting provides a more remote wilderness experience in a high quality natural environment. Opportunities exist to experience solitude and closeness to nature. Expectations are for low opportunities to interact with other people in very small party sizes.

These areas are identified for a low impact recreational experience (ie: hiking/hike-in), with no 2WD, 4x4, or ATV/ORV use for recreation purposes from April 1 – November 30. Roads are managed to maintain or reduce overall road density.

#### ***Non Road Accessible Recreation (D) - Semi Primitive Non Motorized, Functionally Non Roaded (FNR)***

Primarily un roaded areas that are identified for backcountry recreation experience opportunity. Recreation setting provides for a very remote wilderness experience in a quality and unique natural environment. Excellent opportunities to experience solitude and closeness to nature. Expectations are for extremely low levels of interaction with others and very small party sizes.

These areas are identified for a low impact recreational experience (ie: hiking/hike-in), with no 2WD, 4x4, or ATV/ORV use for recreation purposes from April 1 – November 30. Future roads are to be temporary in nature and inactive/inaccessible during this timeframe.

**Table 5: Comprehensive listing of all the Recreation Management Areas and their associated Access Management Designations on the 2008 Vanderhoof Access Management Plan for Forest Recreation Map**

Recreation Management Area	Access Management Designation	Total Area (ha)	Recreation Setting and Opportunity
Boomerang Lake, Crystal Lake, Devils' Thumb, Euchiniko, Fawnie, Grizzly Valley, Nulki Uplands	<p><b>Functionally Non Roaded:- Non motorized recreation (FNR)</b></p> <p>Closure Period: April 1 to November 30th</p>	33,636	<p>Non Road Accessible Recreation:</p> <p>Excellent opportunities to experience solitude and closeness to nature. Extremely low levels of interaction with others and very small party sizes are expected.</p>
Anzus Lake Cabin Lake, Chedakuz Lakes, Chief Gray Lake, Davison Creek, Francois South, Home Lake, Island Lake, Kuyakuz Mtn., Messue, Moose Lake, Mt Davidson, Mt Greer Backcountry, Mt Hobson, Nataalkuz Point ,Nulki Hills, Ormond Creek Backcountry, Peta Mtn, Sutherland South, Upper Sutherland,	<p><b>Semi-Primitive Non Motorised (SPNM)</b></p> <p>Closure Period: April 1 to November 30th</p>	86, 419	<p>Non Road Accessible Recreation:</p> <p>Little on the ground evidence of other recreationalists. Very high opportunity to experience solitude, closeness to nature, self reliance and challenge. Very low interaction with other people and very small party sizes expected</p>
Big Bend Arm, Borel Lake, Chedakuz, Cutoff Creek, Finger North, Finger Tatuk, Hobson Lake, Holy Cross, Kenney Dam, Knewstubb Point, Lavoie Lake, Lucas Lake, Middle Sutherland, Mt Greer, Nechako River, Nulki-Secord Lake, Oona-Ormond, Ormond Creek, Savoury Ridge, Sinkut Mtn, Tatelkuz Lake Three Small Lakes, Top Lake, Tsayakwacha Lake, Upper Blackwate	<p><b>Semi-Primitive Motorised (SPM)</b></p> <p>No closures</p>	196,824	<p>Road Accessible Recreation</p> <p>Evidence of motorized use. High to moderate opportunity to experience solitude, closeness to nature, self reliance and challenge. Moderate to high interaction with other people. Small to large party sizes expected.</p>

Refer to Appendix 7 for the specific information regarding recreation values in each Recreation Management Area.

## ROAD MAINTENANCE AND THE ACCESS MANAGEMENT PLAN

Situations may be encountered where roads (FSR's, road permits) are closed, barricaded or deactivated on the landbase outside of the Access Management Designations. This is **not** because of the Access Management Plan for Forest Recreation and primarily due to:

- statutory requirements for road maintenance of inactive roads (wilderness roads) under FRPA
- deactivation of the road to relieve the permit holder of all road related obligations

**Table 7: Summary of the Road Maintenance Obligations Under the Forest and Range Practices Act (FRPA):**

ROAD TYPE	REGULATORY OBLIGATIONS
<b>Industrial Use Roads:</b>	<p>Roads in use by an industrial user for the purposes of: harvesting timber including log hauling, mobilization of equipment/materials/ personnel, silvicultural treatments requiring machinery and in some cases, tree planting.</p> <p><b>Industrial use roads are maintained in accordance with the regulation</b> and must ensure the structural integrity of the road prism and clearing width are protected, drainage systems are functional and the road is safe for industrial use.</p>
<b>Wilderness Roads</b>	<p>Roads that are not actively being used by industrial users. This is not a type of road but rather a standard of maintenance. A road can go from wilderness status to industrial status at any time the road permittee decides they need the road. Or vice-versa</p> <p><b>There is no requirement to undertake road surface maintenance or to provide public access when a road is in a state of wilderness maintenance.</b> The main concern is regarding potential impact to forest resources.</p> <p>Maintenance activities on wilderness roads can be limited to: addressing the structural integrity of the road prism, clearing width and road drainage system, only to the extent necessary to ensure there is no material adverse effect on forest resources. Public access to use of these roads is not guaranteed under the regulation.</p>
<b>Deactivation</b>	<p>A person who is authorised under a road permit is obligated to maintain the road in accordance with the regulation until the road is declared deactivated. The MoFR District Manager may relieve and transfer this obligation or declare it deactivated.</p> <p>Deactivation is not in place for the specific reasons of access management planning. It is a requirement that must be legislatively met to relinquish the responsibility of the road.</p> <p>Requirements for road deactivation include: barricading the road surface to motor vehicles (other than ATV's), removal of bridges and stream culverts, the stabilization of the road prism and clearing width of the road.</p>

## IMPLEMENTATION OF THE PLAN

This updated plan is providing policy information on the management of the recreation values in the Access Management Designations. This is not a legally binding plan and instead will rely heavily on:

- voluntary compliance with the public
- open-mindedness and consideration from the communities
- education and extension to build understanding
- commitment from government agencies
- professional reliance from industry.

As no one party has the sole responsibility for implementation, successful implementation will be a collective and combined effort from all. As such, the implementation of the Access Management Plan for Forest Recreation is a function of two concepts:

1. Who is responsible to implement the plan
2. Who is responsible to respect the plan

### **Who Implements the Plan – Road Proponents**

The accountability and responsibility for implementation of the policy objectives in the Access Management Designations for each Recreation Management Unit rests with any proponent who holds a forest road permit or special use permit for roads. This includes Ministry of Forests and Range, timber licensees, mining companies, alternative energy producers (e.g. wind power) and oil and gas.

The responsibilities the proponent is accountable for is implementing the appropriate access control measures and road density applications that will address the policy objectives outlined in the Access Management Designations and to respect any mitigation strategies in place while doing business on crown land. All the implementing proponents identified above are permitted to enter any Access Management Designation (via motorised means) as long as it is for business purposes.

However, once the activity becomes “recreating” (i.e. hunting, fishing, trekking, touring) then the industrial proponent in the Access Management Designation is considered to be a member of the public and must comply with the appropriate designation. This is important to facilitate trust with public members who may still perceive that access into non-motorised areas for industrial and business purposes is not equal and fair.

### **Who Respects the Plan - Ranching and Trapping**

Grazing permit holders and trapping license holders, while working on or managing their tenures, have motorised road access in any Access Management Designation within the plan area. As with industry, these license holders have the same obligation to ensure that when they are in Access Management Designations they are conducting business activities and not recreating, of which they are then considered to be members of the public and required to comply with the plan.

### **Who Respects the Plan - Guide Outfitters and Nature Based Tourism**

For clarification purposes, all Guide Outfitters and Nature Based Tourism (commercial recreation operations, lodges) are to exercise business activities in accordance with the Access Management Designations. As this is a plan that is managing for recreation values and uses, all business activities (e.g. guiding clients on a hunt, clients recreating) are to respect the Access Management Designations and be in compliance with the plan.

### **Who Respects the Plan - Private Land Residences**

If private property and residences exist in areas where non motorised Access Management Designations are established, motorised use on the roads to gain access to the private

property, is not permitted (unless for emergency purposes). Alternative means to access private property and residence must be applied (e.g. air plane, water craft).

## **Who Respects the Plan – Communities and General Public**

The general public are being asked to voluntarily comply and respect the Access Management Designations when they are recreating in the plan area. Access management plans can be effectively implemented through voluntary measures. As communication about the plan improves, the rationale for why there are access management designations in place and the plan's intent is better understood, voluntary compliance will occur.

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## **IMPLEMENTATION ADVICE**

This backgrounder and reference document has synthesised information relevant to the management of the recreation values in Vanderhoof for professionals and decision makers to consider in future road development and access management implementation.

As there are many challenges associated with implementing access management, it is important to ensure that the plan offers independent choice and flexibility to exercise a variety of methods regarding access control. This provides that ability to apply continual improvement, professional judgement and adaptation to any operational issue or concern that is encountered with implementation.

Implementation of the plan should always be mindful of addressing five key issues:

1. The forest sector's need to harvest timber and regenerate land in a cost effective manner.
2. The commercial tourism need to have reasonable levels of remoteness that existed prior to future forest harvesting and development.
3. The general public's need for suitable areas for a variety of forest recreation opportunities, and to understand why access restrictions are in place.
4. Application of care and consideration to ecosystem integrity and maintenance of the recreation value when developing roads in areas that are currently intact forest patches and unroaded (i.e. FNR's).
5. The plan's attempt to address the issue of "fairness" by building trust with public members who may perceive that access into non-motorised areas for operational business purposes is not equal and fair

### **Operational implementation**

The forest road proponent has the flexibility and ability to utilise a range of strategies and options (including use of access control devices) to adequately manage identified recreation values in the Access Management Designations

This implementation responsibility however does not mean that the road proponent is responsible for the compliance and management of the public within the designated areas; that is not their role. Just like operational implementation, the public has the responsibility to "police and enforce" themselves.

## **Maintain and Reduce – Semi Primitive Non Motorised**

This plan is providing strategic information that informs where priority efforts for road management should occur if a road proponent wants to relinquish road permit obligations. This plan is not about determining the specific road that will be deactivated, nor is it about developing “road deactivation standards” to meet policy objectives provided. These specifics are determined by the MoFR District Manager and road proponents.

However, it is advisable that an operational team of road proponents work together to possibly assign some criteria and measures around acceptable and adequate road management standards to meet the policy objectives intent of “maintain and reduce”.

This plan is asking for proactive and thoughtful planning at the operational level to consider:

- How new roads and road density may deteriorate the recreation values identified;
- mitigation techniques that will prevent intact and unroaded designation from being established as motorised use.

The use of access control devices (i.e. barrier) on a road does not reduce road density; this would only serve the management of non motorised designations. Active deactivation techniques and measures to the running road surface must take place to meet the objective of reducing road density.

## **Removal of road in density calculations**

A road may no longer count towards the calculation of road density when it is converted back into a productive forested state, and the linear disturbance caused by the road is somewhat reduced.

## **Functionally Non Roaded (FNR)**

The goal with FNR's is to achieve a state where there is minimal running surface counting towards road density and there is limited opportunity to have useable and passable road surface for motorised recreation access. This may require a more vigorous and proactive implementation approach.

As most of these areas are currently (or minimally) unroaded, the important aspect involved with the management of FNR's is to develop mitigation strategies that will :

- maintain the current state of recreational experience provided by these intact areas.
- not create the potential to establish a future pattern of use that is inconsistent with the Access Management Designation.
- develop roads that are temporary in nature and will be deconstructed.
- be cognisant of the how road disturbance can impact the “undisturbed” nature of these areas .

If development occurs, the road proponent should consider communicating what practices and resultant activities will occur in the management of these areas.

## Field Practices for access control measures

Access management tools can include but are not limited to:

- Signage
- Minimized road construction
- Optimized road locations: collaborative and proactive planning
- Road deactivation
- Use of natural barriers including forest buffers
- Water crossing removal
- Temporary water crossing
- Physical scarification of a road bed (e.g. 500 m)
- Physical removal of a road bed
- Winter harvesting
- Use of helicopters to access areas (i.e. investigative permits for wind power)
- Informational signage to inform and educate
- Information signage at strategic locations to inform recreationalists “in advance” about the various closures they may encounter
- Legislative/regulated closures
- Road impediments and blockages including concrete barriers, rocks
- Avoidance of loop roads or roads which parallels identified recreations values
- Avoid an increase in existing road density in Access Management Designations
- Use of existing roads wherever possible
- Minimize permanent road construction
- Timing of open access to discourage use and non-compliance
- The use of pre-existing access management points that are effective
- Extension and public education (brochures)
- Upfront communication of how access management measure will be applied over time (explain intentions immediately)
- Development of Road User Agreements with associations/ organizations and road proponents
- Development of a Road User Committee for sharing road maintenance costs and access management responsibilities
- Development of Road Proponent team to work together on standards to met designation guidance

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## SCHEDULING OF ACTIVITIES

For non-motorised recreation users, this plan is in effect from April 1 – November 30, annually.

Road permit holders and other resource developers should schedule their activities in a manner that minimizes the duration of time that an identified non motorised recreation area is open or available for motorized recreation use, and in a manner that avoids a road being opened during the effective time of the plan. The goal is to try and minimise the potential of establishing incompatible patterns of public recreation use in non motorized recreation management areas.



It is understood that operationally some of these areas could be in resource development with roads opened the effective dates of the plan. If this is the case, then implementation efforts for the management of the non motorised designation will still be required.

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## **PLAN DEFINITIONS:**

### **Recreation opportunity**

A recreation opportunity is the availability of choice for someone to participate in a preferred recreation activity within a preferred setting and enjoy the desired experience.

### **Recreation Opportunity Spectrum**

The Recreation Opportunity Spectrum (ROS) identifies, delineates and classifies areas within a planning unit into recreation opportunity classes based on their current remoteness, naturalness, and expected social experience. The combinations of settings and probable experience opportunities are arranged along a continuum or spectrum of ROS classes (Table 4).

### **Roads**

Generally, a road is considered a motorized vehicle travel corridor which is permitted under legislation.

There are three types of roads identified in Access Management Plan for Forest Recreation Map; Forest Service Road (FSR's), Permitted Road and other road. FSR's are the responsibility of the Ministry of Forests and Range. The holder of a road permit (referred to as the road proponents in this plan) is responsible for the permitted road and road maintenance.

The group of what is called "other roads" are typically non-status roads and trails where no permitted obligations exist. As there is no active maintenance on these roads, state of these roads are questionable, and in some cases, impassable (i.e. re-established forest)

### **Permanent Road Network**

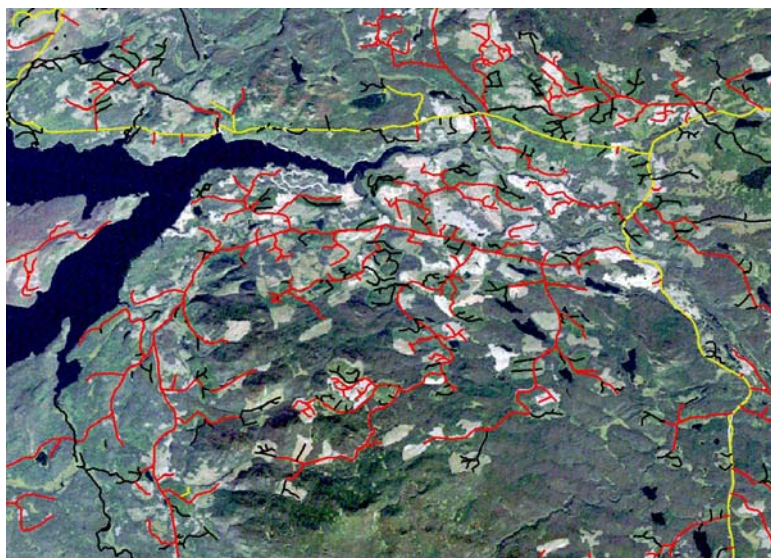
A Permanent Road Network is a combination of FSR's and permitted roads linked together to form a network that is recommended to be maintained for long term use. The Permanent Road Network provides access to most of the Recreation Management Units under the plan, as well as other popular recreation areas outside the Access Management Designations. The Permanent Road Network was developed based on:

- Knowledge and information from the general public and stakeholders of areas with high levels of motorised use requiring permanent access is maintained.
- Need to maintain permanent access to all recreation sites and trails
- MoFR recommendations for main line corridors for forest harvesting and other industrial uses.
- Consistency with the MoFR Protection staff need to have guaranteed access to critical staging points and fire breaks for tactical fire fighting.

## Road Density

To calculate road density, all linear surface disturbances associated to permitted roads, FTEN proposed roads and non-status roads were used to get a snapshot of the overall level of disturbance. The total amount of road (km) and total density (km/km<sup>2</sup>) was calculated for each type of road in every Recreation Management Area<sup>4</sup>. It was important to classify the type of road in the road density calculations, as some non-status roads may no longer be contributing to road density (converted back to productive forest).

The length of road included in the road density calculation is completely dependant on how much of the road is classified as a “permitted road” in the consolidated road inventory. In some cases, the road is permitted into the cutblock and in other cases it is not (Figure 3).



**Figure 3:** Example of road designations into cutblocks as a means to demonstrate how some in-block roads are included in the road density calculation.

Refer to Appendix 6 for the road density calculations in each Recreation Management Area.

**Table 6: Total Road Density**

Total Road Density in the Vanderhoof LRMP Planning Area		
Total Gross Area (m <sup>2</sup> )	Total Gross Area (hectares)	Total Gross Area (km <sup>2</sup> )
13,879,732,804	1,387,973	13,879.7
Total Road Length (m)	Total Road Length (km)	Average Road Density (km/km <sup>2</sup> )
16,388,580	16,389	1.1808

<sup>4</sup> For the purposes of calculating the area (hectares) of the surface disturbance related to a road, an approximate road corridor width of 10 metres is the multiplier to apply. This multiplier is consistent with the Vanderhoof Forest Licensees Sustainable Forest Management Plan for CSA Certification, 2006

# MONITORING

## Communications

As the successful implementation of this plan is dependant on all parties, it is important that on-going and effective communications continue. Government agencies involved in the update of this plan will continue to work together during the implementation phase of this plan.

ILMB has provided a link on the public Vanderhoof LRMP website to act as the conduit to capture ongoing comments, issues and concerns regarding implementation (i.e. unfair practices occurring in designations). This information will be captured, stored and used in monitoring plan implementation and considerations for future revisions and updates. The link can be found at: <http://ilmbwww.gov.bc.ca/lup/lrmp/northern/vanderhf/index.html>

## Not a static plan

This plan clarifies existing access management within the Vanderhoof LRMP area. This plan may require updates to account for new access developments, landscape conditions that provide for better opportunities or there is a demonstrated need based on implementation issues and concerns encountered. Proposals for additions to or deletions from the Recreation Management Areas can always be considered, if a thoughtful business case and rationale is provided.

As this plan is an interagency plan the Ministry of Forests and Range, the Ministry of the Environment and the Ministry of Tourism, Sport and the Arts along with ILMB will need to have some level of involvement regarding future revisions to the plan.

## Reporting out

The attributes that will most likely be considered and monitored over time could include:

- measurement of the road density to determine net loss and gain as compared to the data provided in this document.
- how implementation is occurring and what are the implementation efforts in place for all Recreation Management Areas.
- determination of how voluntary compliance with the plan is working.

The 5 year timeframe applied to the plan is for the purpose of setting benchmarks and milestones for formal monitoring of implementation. Annual updating and reporting-out of implementation activities should occur at all LRMP meetings. It should not be assumed that the end of the 5 year period automatically triggers an update or renders that plan “no longer in effect”.

## Future Considerations

Should voluntary implementation and professional reliance prove unsuccessful, government agencies involved in monitoring implementation, reserve the right to explore future options that will provide implementation certainty. This can involve each agency taking the initiative to establish regulatory measures under their authority, which includes.

- ILMB – Establishment of Land Use Objectives to ensure that access management designations will be address in forest licensees forest stewardship planning (this does not manage/address public compliance).
- MoE – Establishment of closures under the Hunting Regulations, Government Action Regulations (GAR) establishments for wildlife.
- MoTSA – Establishment of legislative tools to enforce compliance of the plan with the public (Sec 58 of FRPA).

### **Desired Condition for Access Management Implementation**

To enable road proponents the ability to utilize a range of resource management strategies including use of control devices to adequately manage identified recreation resources and settings.

Forest roads are to be managed to provide for the indicated recreation settings in the Access Management Designations for semi-remote motorised, semi-remote non motorised, and functionally non roaded recreation experiences.

During the 5 year period of this Access Management Plan, maintain or reduce the total number of hectares of surface disturbance created by forest roads in the Access Management Designations for semi-remote motorised, semi-remote non motorised, and functionally non roaded.

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## APPENDIX 1: Vanderhoof LRMP General Management Direction for Access Management



### LRMP General Management Direction for Access Management

#### Section 2.1.13 Access Management General Management Direction

The Vanderhoof LRMP offers the following strategic direction for the management of access within the planning area:

In keeping with the principle that access management should be publicly defensible and used only where public consultation has occurred, the LRMP has developed the following guidelines. This general direction is complemented by more specific management strategies in each zone.

1. The LRMP recognizes that a range of access management will be used as needed.
2. Prior to restricting access, this LRMP endorses undertaking public consultation.
  - ❖ Strategic level (LRMP, mine development review or equivalent) and operational level plans (Forest Development, Access Management, and Range Use Plans) are considered to be appropriate public processes through which to make access management recommendations.
  - ❖ Where the public will be greatly affected, government agencies shall advertise restrictions and post signs before limiting access on any road or trail.
  - ❖ Advertisements and signage shall include the specific reason(s) (i.e., resources being protected) for the closure
  - ❖ Where proposed access management is contrary to strategic planning objectives, there must be a public consultation. Consultation is not required where closure is for reasons of public safety or where the closure is required by permit.
3. Loop roads are acceptable within the plan area with site-specific limitations.
  - ❖ Within each RMZ, wildlife, recreation, and economic values will be considered in making recommendations on whether loop roads should be permitted
4. Road construction detail shall be dealt with by existing and future regulation.
  - ❖ Construction will be managed with consideration for sensitive wildlife values/needs.
  - ❖ More detailed access guidelines need to be developed for wildlife, (i.e., protection of marten corridors, caves, etc.) similar in detail to those already in place for fisheries habitat and water quality protection.
5. Where access is restricted, it will incorporate both a physical closure, if possible, and a posted sign announcing the closure.
  - ❖ Gates are not a preferred form of physical access closure.
6. Access management should be used when it is generally agreed that other strategies (e.g. angling restrictions, habitat enhancement, hunting regulations) will not meet resource management objectives.

7. Full rehabilitation (site recontouring, preparation, and vegetation) of block spur roads is generally encouraged in all zones.
8. Where extraction activities are to occur:
  - ❖ Existing roads will be used wherever possible and the amount of new road construction will be minimized.
  - ❖ Roads will be built and deactivated according to existing and future standards (i.e., Forest Practices Code and Mines Act and Mining Right-of-Way Act legislation) to protect other resource values.
9. Consider the potential option for the Vanderhoof-Anahim connector in the future, with Forest Service Road status. Consider all possible routes through a public planning process.
10. Consider the potential option for the East-West (Bobtail-Kluskus) connector in the future, with Forest Road status. Consider impacts on community stability, timber supply, wildlife values and other values through a public planning process. If endorsed, this connector should manage for habitat attributes by deactivating all secondary roads and retaining a buffer to provide visual screens.

The Vanderhoof LRMP recommendations will be used to develop a comprehensive and coordinated Access Management Plan to clearly identify the access status of all roads for both industrial and recreational users. Although it is recognized that access is managed throughout the landbase, the LRMP working group has identified areas where additional access management is endorsed.



**Appendix 2: Comparative Analysis between Vanderhoof LRMP Access Management Plans**

Page in LRMP	LRMP Resource Management Zone (RMZ)	LRMP Objective for Access Management	LRMP Strategies for Access Management	1998 – 2005 Access Management Plan (Access Control Point #'s and description)	2008-2013 Access Management Plan for Forest Recreation (Recreation Management Units and associated Access Management Designations)
131	<b>Chedakuz</b>	Manage access for wildlife habitat enhancement and decreased soil erosion.	<ul style="list-style-type: none"> <li>No permanently accessible roads into Subzone C, except for private lands.</li> <li>Include access management recommendations in hunting regulations.</li> <li>No permanent roads within 1 km of Chedakuz Creek in the long term.</li> <li>Maintain a signed road block at 44km on the Blue Forest Service Road, preventing 4x4 travel north along the Messue Wagon Trail, at the south end of Kuyakuz Lake.</li> <li>Permit no permanent access south from 124.5 km on the Kluskus-Ootsa Forest Service Road into the Davidson Zone.</li> <li>Post signs at all access closures to advise the public of the management reasons for the closure, and of the Vanderhoof LRMP's endorsement for the closure or restriction</li> <li>Assess road closures on the forest roads north and south of the Valley to detail appropriate points of closure.</li> </ul>	#47: 113 Lake - sign and concrete barriers #65: Red Road - sign and concrete barriers #66: Red 7000 Road - sign and concrete barriers	<p>This area was updated by being removing the need for access management guidance/restrictions where the existing points are currently located</p> <p>This area has been updated to manage for one type of recreational experience:</p> <ul style="list-style-type: none"> <li><b>Chedakuz Polygon:</b> manage for Motorised Road Accessible Recreation: Semi-primitive Motorised (SPM) with management goal is to maintain or reduce road density to accommodate for motorised recreation while providing a high opportunity to experience solitude and closeness to nature</li> </ul>
99	<b>Crystal Lake</b>	<p>Managed with consideration for other values.</p> <p>Promote public safety on the Kenney Dam Road.</p>	<ul style="list-style-type: none"> <li>No new roads should be developed to access lakes.</li> <li>Allow snowmobile/ATV use by licensed tenure holders. Encourage recreational use on designated trails recommended in Total Resource plans.</li> <li>Allow land owners to restrict vehicle access to Crown lands via trails on private lands in fall due to cattle grazing.</li> <li>Provide good recreational vehicle access to the boundary of Subzone C and maintain primitive access within the subzone.</li> <li>Use road closures or temporary deactivation. Guide usage with proper signs/regulations. (Subzone C</li> <li>Consider improving the road to Hobson, but stop at a point just short of recreation site on lake to provide walk-in access across the swamp. Upgraded across swamp.</li> <li>Manage Bitch Lake (Chief Gray) as hike-in and close the trail to motorized vehicles. Post signage.</li> <li>Increase signage on Kenney Dam Road and major hauling-roads for public and industrial traffic safety.</li> <li>Coordinate safety enforcement on the Kenney Dam Road with industrial users, Ministry of Forests and Ministry of Transportation &amp; Highways.</li> </ul>	#4: Domtar Road - Sign only #19: Greer Creek South - Sign and concrete barriers #22: Chief Grey (Bitch Lake Trail) - Sign only #50: Domtar 5000 Road - noting in place #51: Domtar 1000 – nothing in place #60: Boomerang Lake – nothing in place #75: East Swanson – sign and concrete barrier	<p>This area has been updated to manage for three different recreational experiences:</p> <ul style="list-style-type: none"> <li><b>Crystal Lake Polygon Cutoff Creek Polygon:</b> manage for <i>Motorised Road Accessible Recreation: Semi-primitive Motorised (SPM)</i> with management goal is to maintain or reduce road density to accommodate for motorised recreation while providing a high opportunity to experience solitude and closeness to nature</li> <li><b>Boomerang Lake Polygon, Home Lake Polygon:</b> to manage these currently unroaded areas as <i>Non-road Accessible Recreation: Semi-Primitive Non-Motorised Functionally Non Roded (FNR)</i> with the management goal to have future roads temporary and inaccessible to maintain the high quality wilderness experience for non-motorised recreational activities</li> <li><b>Chief Gray Lake Polygon, Mt. Hobson Polygon:</b> manage for <i>Non Road Accessible Recreation: Semi-Primitive Non-Motorised (SPNM)</i> with the management goal to maintain or reduce road density to retain the remote wilderness experience for non-motorised recreational activities</li> </ul>
137	<b>Davidson Creek</b>	<p>Maintain wildlife habitat values.</p> <p>Ensure a variety of access to meet the needs of all values and interests.</p>	<ul style="list-style-type: none"> <li>No major haul loop road development (refer to the “ GMD Access Management Strategies”) unless there is a demonstrated requirement for such.</li> <li>Consider access management in undeveloped areas that are slotted for development. Restrict access in consideration of time constraints and seasonal constraints.</li> <li>Continue Blue Road closure in Kluskus zone to control access into the southern portion of the Davidson Creek RMZ and Tsacha Lake.</li> <li>Control access at bridge removal on main creek at end of Chedakuz Road.</li> <li>Implement access management in Davidson zone high elevation above existing development plan proposals.</li> <li>Impose access barriers where appropriate.</li> <li>Allow access into areas supporting moose populations which can withstand hunting pressure.</li> </ul>	#1: Messue Wagon Road – sign only #2: Kluskus Blue – sign and rocks on road #33: Vantine Creek – sign only #35: Davidson – sign and concrete barriers #54: Chedakuz-Swanell – nothing in place	<p>This area has been updated to manage for one type of recreational experience:</p> <ul style="list-style-type: none"> <li><b>Davidson Creek Polygon, Messue Polygon, Mt. Davidson Polygon:</b> manage for <i>Non Road Accessible Recreation: Semi-Primitive Non-Motorised (SPNM)</i> with the management goal to maintain or reduce road density to retain the remote wilderness experience for non-motorised recreational activities</li> <li><b>Top Lake Polygon:</b> manage for <i>Motorised Road Accessible Recreation: Semi-primitive Motorised (SPM)</i> with management goal is to maintain or reduce road density to accommodate for motorised recreation while providing a high opportunity to experience solitude and closeness to nature</li> </ul>
76	<b>Francois North</b>	Manage Access	<ul style="list-style-type: none"> <li>Maintain public access, including vehicle access where roads are available in consideration of other resource values.</li> <li>Consider minimizing access to critical wildlife areas (e.g. south facing mule deer slopes; black and grizzly bear areas on Savory Ridge).</li> </ul>	No access control points	<p>This area has been updated to manage for one type of recreational experience:</p> <ul style="list-style-type: none"> <li><b>Savory Ridge Polygon:</b> manage for <i>Motorised Road Accessible Recreation: Semi-primitive Motorised (SPM)</i> with management goal is to maintain or reduce road density to accommodate for motorised recreation while providing a high opportunity to experience solitude and closeness to nature</li> </ul>

Page in LRMP	LRMP Resource Management Zone (RMZ)	LRMP Objective for Access Management	LRMP Strategies for Access Management	1998 – 2005 Access Management Plan (Access Control Point #'s and description)	2008-2013 Access Management Plan for Forest Recreation (Recreation Management Units and associated Access Management Designations)
121	Kluskus	Maintain access except in specified areas.	<ul style="list-style-type: none"> <li>Restrict loop road development in the Big Bend Chart between the road side and the blocks accessed from the end of the Red Road on the east.</li> <li>Within blocks, consider reclaiming or deactivating roads by planting trees and willows.</li> </ul>	#6: Blue 4000 Road – sign and rocks on the road #36: Kluskus Raven (Blue 4000) – signs and concrete barriers #37: Blue 4000 Road (13km North) #56: Euchiniko Lakes Trail – sign only #57: Blue 4000 Road–sign, barriers	This area was updated by being removing the need for access management guidance/restrictions where the existing points are currently located  This area has been updated to manage for three different recreational experiences: <ul style="list-style-type: none"> <li><b>Kuyakus Mtn Polygon:</b> manage for <i>Non Road Accessible Recreation: Semi-Primitive Non-Motorised (SPNM)</i> with the management goal to maintain or reduce road density to retain the remote wilderness experience for non-motorised recreational activities</li> <li><b>Tatelkus Lake Polygon, Big Bend Lake Polygon, Lavoie Lake Polygon:</b> manage for <i>Motorised Road Accessible Recreation: Semi-primitive Motorised (SPM)</i> with management goal is to maintain or reduce road density to accommodate for motorised recreation while providing a high opportunity to experience solitude and closeness to nature</li> <li><b>Grizzly Valley:</b> to manage this currently unroaded area as <i>Non-road Accessible Recreation: Semi-Primitive Non-Motorised Functionally Non Roaded (FNR)</i> with the management goal to have future roads temporary and inaccessible to maintain the high quality wilderness experience for non-motorised recreational activities</li> </ul>
144	Laidman Lake	Maintain wildlife populations and protect caribou, grizzly and moose habitat.  Maintain wilderness and backcountry recreation opportunities  Manage access	<ul style="list-style-type: none"> <li>Avoid parallel road networks to riparian areas</li> <li>Deactivate roads in areas of identified sensitive wildlife habitats</li> <li>Allow snowmobile/ATV use by licensed tenure holders.</li> <li>Recommend legislated closure of recreational snowmobile use in sensitive grizzly and caribou habitats. (Subzones B &amp; C).</li> <li>Maintain current access restrictions in Subzones B &amp; C.</li> <li>The intent is not necessarily to limit ATV access on main roads in Subzones B &amp; C; however, while timber harvesting is being integrated into those sensitive zones, ATV access will be deterred. Once more information is available on the integration of enforcement, caribou habitat requirements and timber harvesting, the issue of recreational access will be revisited during the LRMP review. This staged approach will allow the gradual introduction of activities in these areas in a manner which will satisfy all interests.</li> <li>No road crossing of the Forest Ecosystem Network along Fawnie Creek.</li> <li>For the Fawnie Range:               <ul style="list-style-type: none"> <li>Develop a plan to close recreational access in those years, and during those seasons, when caribou are present on the Fawnie Range.</li> <li>Educate the public with regard to the conflict between caribou and recreational snowmobile use, and consider closing the range to snowmobiles in some years when caribou are present.</li> <li>Advertise any necessary closures through signage, snowmobile clubs and the media.</li> </ul> </li> <li>Establish a sensitive area in the Fawnie Dome to be delineated by BC Environment/Ministry of Forests staff.</li> <li>Require access management planning for future developments in the currently unaccessed portion of Subzone A.</li> <li>Within subzone C, require discussion of road alignment with affected users (e.g. guides) prior to construction; use irregular road alignments across visual flight corridors and consider moving roads to open timber types.</li> <li>Coordinate timing and location of harvesting with areas in zones B &amp; C, followed by temporary to full deactivation of secondary roads to ensure longer time periods of inactivity</li> <li>Implement and maintain effective and existing access control in Subzones B &amp; C.</li> <li>Ensure road widths are as narrow as possible while maintaining safety.</li> <li>Subject secondary roads to higher levels of permanent deactivation.</li> <li>Primary roads for the purposes of this RMZ are the approximately three main access corridors needed to access zones B &amp; C</li> </ul>	#7: Moose Lake – Sign and steel gate #8: Naglico – Wolf – Sign and concrete barriers #67: Johnny Lake – sign and concrete barriers	This area has been updated to manage for two different recreational experiences: <ul style="list-style-type: none"> <li><b>Fawnie North Polygon, Moose Lake Polygon:</b> manage for <i>Non Road Accessible Recreation: Semi-Primitive Non-Motorised (SPNM)</i> with the management goal to maintain or reduce road density to retain the remote wilderness experience for non-motorised recreational activities</li> <li><b>Fawnie Polygon:</b> to manage this currently unroaded area as <i>Non-road Accessible Recreation: Semi-Primitive Non-Motorised Functionally Non Roaded (FNR)</i> with the management goal to have future roads temporary and inaccessible to maintain the high quality wilderness experience for non-motorised recreational activities</li> </ul>

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125	Lucus Lake	Manage access to maintain wildlife and recreation values.	<p>Refer to strategies under “Recreation &amp; Tourism”, which include:</p> <ul style="list-style-type: none"> <li>• Manage Devils Lake with and emphasis on scenic values and wilderness experience</li> <li>• Maintain Devil's Lake as hike-in/fly-in only and deactivate/close access within 4km of the lake</li> <li>• Permit recreational access to areas beyond Lucas Lake as primitive trails along creeks and wetlands</li> <li>• Manage access on any development extending from the Lakes District into this RMZ</li> </ul>	#73: Devils Thumb – sign and concrete barriers #74: Mosquito – nothing in place	<p>This area has been updated to manage for two different recreational experiences:</p> <ul style="list-style-type: none"> <li>• <b>Devils Thumb Polygon:</b> to manage this currently unroaded area as <i>Non-road Accessible Recreation: Semi-Primitive Non-Motorised Functionally Non Routed (FNR)</i> with the management goal to have future roads temporary and inaccessible to maintain the high quality wilderness experience for non-motorised recreational activities</li> <li>• <b>Lucas Lake Polygon:</b> manage for <i>Motorised Road Accessible Recreation: Semi-primitive Motorised (SPM)</i> with management goal is to maintain or reduce road density to accommodate for motorised recreation while providing a high opportunity to experience solitude and closeness to nature</li> </ul>
87	Nechako West	<p>Conserve wilderness recreation experience in some areas, and maintain habitat for wildlife</p> <p>Manage access</p>	<ul style="list-style-type: none"> <li>• In general, maintain a high level of access in a coordinated fashion, with the following noted exceptions:</li> <li>• Maintain restrictions on access to True Triangle Lk</li> <li>• Consider access restrictions at Copley Lake – concern with cutblocks extending down to the private lot boundary along lake.</li> <li>• Maintain limited access to area south of Cabin Lake and east of Chowsunket Lake.</li> <li>• Maintain access control at the west side of Hallett Lk.</li> <li>• Implement access management in the zones northwest corner (north of Island Lake)</li> <li>• Prohibit link up of the two major road systems at Targe Creek.</li> </ul>	#23: Island Lake – sign and concrete barrier #39: – 600 Road – signs and rocks on the road #40: – Holy Cross 111 Road – sign and bridge has been removed #41:– Holy Cross 114 Road – no access control point in place #42: – Holy Cross 112.5 Road - no access control point in place #43: – Holy Cross 400 Road – signs and rocks on the road	<p>This area was updated by being removing the need for access management guidance/restrictions where the existing points are currently located</p> <p>This area has been updated to manage for two different recreational experiences:</p> <ul style="list-style-type: none"> <li>• <b>Mt Greer Backcountry Polygon, Cabin Lake Polygon, Francois South Polygon, Island Lake Polygon:</b> manage for <i>Non Road Accessible Recreation: Semi-Primitive Non-Motorised (SPNM)</i> with the management goal to maintain or reduce road density to retain the remote wilderness experience for non-motorised recreational activities</li> <li>• <b>Anzus and Boreal Lakes Polygons, Holy Cross Polygon, Kenney Dam Polygon:</b> manage for <i>Motorised Road Accessible Recreation: Semi-primitive Motorised (SPM)</i> with management goal is to maintain or reduce road density to accommodate for motorised recreation while providing a high opportunity to experience solitude and closeness to nature</li> </ul>
152	Upper Blackwater	<p>Control and manage access to the Alexander Mackenzie Heritage Trail and Upper Blackwater River area.</p> <p>Retain the current state of primitive access.</p>	<ul style="list-style-type: none"> <li>• The Messue Wagon Road, near the west end of Euchiniko Lakes, and the Blue 4000 fire trail access, are closed to vehicle traffic, by regulation. Local residents may apply for permits to use the road, and snowmobile access is allowed.</li> <li>• Maintain the Rainbow Lake trail at the east end of Eliguk Lake in a primitive state. The trail is south of the Upper Blackwater RMZ, but it intersects trails crossing this area.</li> <li>• Where possible, use coordinated access management between industry and resource agencies.</li> <li>• Restrict access equally for all users, where access closures are located in the zone. (the exception that is local resident use of the Messue Wagon Road)</li> <li>• Allow snowmobile access</li> <li>• Post signage on the trail providing local access from the junction with the Kluskus-Ootsa Forest Service Road (167km), indicating hazards and recommending foot or horse access to the Alexander Mackenzie Heritage Trail area. The access trail will not be closed as it provides critical access for local residents. BC Environment and BC Wildlife Federation do not support a permit-type closure on this trail. Any industrial use of portions of this trail will be left in condition to provide year round access for the local residents.</li> <li>• Private land owners residing along the Upper Blackwater River have the right to access their property, with proposals for new roads or upgrading existing trails to consider other resource values and management strategies identified in this LRMP The trail to Diana Phillip's ranch is being upgraded with minimal road construction.</li> <li>• No vehicular accessed recreation sites will be constructed by the Ministry of Forests on lakes or rivers within this RMZ.</li> <li>• Forwarder logging systems to be considered in development planning method of access control</li> <li>• Any proposed developments such as trails, road, or trail closures, upgrading,</li> </ul>	#46: 167km – sign and rocks on the road #62: Gatcho South – no access control point in place #63: Tommy Lakes – no access control point in place #68: Blue 7000 Road - no access control point in place	<p>This area was updated by being removing the need for access management guidance/restrictions where the existing points are currently located</p> <p>This area has been updated to manage for one recreational experience:</p> <ul style="list-style-type: none"> <li>• <b>Upper Blackwater Polygon, Tsayakwacha Polygon:</b> manage for <i>Motorised Road Accessible Recreation: Semi-primitive Motorised (SPM)</i> with management goal is to maintain or reduce road density to accommodate for motorised recreation while providing a high opportunity to experience solitude and closeness to nature</li> </ul>

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	Upper Balckwater		<p>enhancements, or recreation sites or facilities will be referred to government agencies, licensed resource users, and consider values and management strategies identified in this LRMP and the Upper Blackwater Local Resource Use Plan.</p> <ul style="list-style-type: none"> <li>Legislated restrictions and physical access closures, and signage are preferred where access restrictions are identified in this plan.</li> <li>Bladed road with narrow right-of-way is preferred</li> </ul>		
93	Upper Nechako River	Ensure access planning considers backcountry recreation and wildlife values.	<ul style="list-style-type: none"> <li>Limit access to river following timber harvesting by deactivating roads not identified as access points.</li> <li>Allow for a variety of public recreational access from the Kenney Dam Road (e.g. hike-in, horseback, etc.)</li> <li>Increase signage on Kenney Dam Road and major hauling roads for public and industrial traffic safety.</li> <li>Coordinate safety enforcement on the Kenney Dam Road with industrial users, Ministry of Forests.</li> </ul>	No access control points in place	This area has been updated to manage for one recreational experience: <ul style="list-style-type: none"> <li><b>Nechako River Polygon:</b> manage for <i>Motorised Road Accessible Recreation: Semi-primitive Motorised (SPM)</i> with management goal is to maintain or reduce road density to accommodate for motorised recreation while providing a high opportunity to experience solitude and closeness to nature</li> </ul>
64	Upper Sutherland	Manage access to minimize impacts on fish and wildlife while maintaining recreational and resource development opportunities	<ul style="list-style-type: none"> <li>Use as narrow a right of way as possible on all roads, subject to safety and environmental concerns.</li> <li>Permanently deactivate block spur roads and landings through rehabilitation and seeding.</li> <li>Semi-permanently deactivate through roads</li> <li>Remove portable bridge on Sutherland River at appropriate times or effectively manage access through alternate means.</li> <li>Locate new access away from critical habitat areas or features (e.g. mineral licks).</li> </ul>	#71: Sutherland North – Sign and concrete barriers #14:Sutherland: sign and bridge removal	This area has been updated to manage for two different recreational experiences: <ul style="list-style-type: none"> <li><b>Upper Sutherland Polygon:</b> manage for <i>Non Road Accessible Recreation: Semi-Primitive Non-, Motorised (SPNM)</i> with the management goal to maintain or reduce road density to retain the remote wilderness experience for non-motorised recreational activities</li> <li><b>Middle Sutherland Polygon:</b> manage for <i>Motorised Road Accessible Recreation: Semi-primitive Motorised (SPM)</i> with management goal is to maintain or reduce road density to accommodate for motorised recreation while providing a high opportunity to experience solitude and closeness to nature</li> </ul>
49	Vanderhoof North	Encourage access for motorized recreation  Maintain the primitive state of access into the loop. (Stuart River Loop)	<ul style="list-style-type: none"> <li>Allow motorized vehicle use on designated trails and existing roads where- there is no potential for erosion or degradation of heritage values.</li> <li>Where appropriate, increase opportunities for recreational lake access.</li> <li>Discourage access restrictions.</li> <li>Avoid linking up the Sutherland and Pitka Forest Road systems to facilitate conservation enforcement between wildlife management areas.</li> <li>Suggest interagency cooperation (i.e. road sharing) between forest and mining companies to avoid excessive access development. Any new access should be built to the best applicable standards, such as the Forest Practices Code, Minerals Exploration Code and or/and other applicable regulations.</li> <li>Allow for the development of permanent access to all cut blocks. Not all blocks will have permanent access (for cost &amp; operational reasons)</li> <li>Minimize access restrictions on all road classes</li> <li>Maintain the character of existing public access and deactivate any new roads.</li> <li>Allow for trail/road development to permit canoe/kayak access to the Stuart River if consistent with the Protected Area.</li> </ul>	#59 :Stern Creek – no access control point #69: Sutherland Valley – sign and concrete barriers #79: Sutherland – no access control point #70: Peta Mtn – sign	This area has been updated to manage for two different recreational experiences: <ul style="list-style-type: none"> <li><b>Ormond Creek Backcountry Polygon, Peta Mtn Polygon, Sutherland South Poygon:</b> manage for <i>Non Road Accessible Recreation: Semi-Primitive Non-, Motorised (SPNM)</i> with the management goal to maintain or reduce road density to retain the remote wilderness experience for non-motorised recreational activities</li> <li><b>Ormond Oona Polygon, Ormond Creek Polygon:</b> manage for <i>Motorised Road Accessible Recreation: Semi-primitive Motorised (SPM)</i> with management goal is to maintain or reduce road density to accommodate for motorised recreation while providing a high opportunity to experience solitude and closeness to nature</li> </ul>

Page in LRM	LRMP Resource Management Zone (RMZ)	LRMP Objective for Access Management	LRMP Strategies for Access Management	1998 – 2005 Access Management Plan (Access Control Point #'s and description)	2008-2013 Access Management Plan for Forest Recreation (Recreation Management Units and associated Access Management Designations)
110	Vanderhoof South	Manage access in selected areas.	<ul style="list-style-type: none"> <li>Restrict access to Gluten and Secord Lakes and areas. maintain walking trails only.</li> <li>Maintain access south of Sinkut Mountain from Vanderhoof (Sinkut Road)</li> <li>Limit motorized road access to ATVs and snowmobiles across the section of Falls Creeks and the northwest tributary that parallels the northeast boundary of the Finger-Tatuk RMZ, following harvesting and silviculture activities.</li> <li>Limit road access to ATVs and snowmobiles within 1 km of the southeast boundary of Finger-Tatuk RMZ (south of the Chilako River and within the adjacent Vanderhoof South RMZ) following harvesting and silviculture activities.</li> <li>Upgrade public access south of Sinkut Mountain, on the Meridian Trail, by establishing an appropriate ford or creek crossing on the Trail-Creek crossing. (Tributary to Deleterious Lake).</li> <li>Protect fen lands in the upper Nulki Hills by limiting motorized access into the grasslands to prevent degradation.</li> </ul>	<p>#3: Gold Road – sign and rocks on bridge deck  #16: Falls Creek: sign and concrete barriers  #20: Grey Road - no access control point in place  #52: Lavoie Lake West – sign and concrete barriers  #61: Falls Creek South – no access control point in place</p>	<p>This area has been updated to manage for three different recreational experiences:</p> <ul style="list-style-type: none"> <li><b>Nulki Hills Polygon</b> : manage for <i>Non Road Accessible Recreation: Semi-Primitive Non-, Motorised (SPNM)</i> with the management goal to maintain or reduce road density to retain the remote wilderness experience for non-motorised recreational activities</li> <li><b>Sinkut Mtn Polygon, Finger Tatuk Polygon, Finger North Polygon Nulki Secord Polygon:</b> manage for <i>Motorised Road Accessible Recreation: Semi-primitive Motorised (SPM)</i> with management goal is to maintain or reduce road density to accommodate for motorised recreation while providing a high opportunity to experience solitude and closeness to nature</li> <li><b>Nulki Uplands Polygon, Euchiniko Polygon:</b> to manage these currently unroaded areas as <i>Non-road Accessible Recreation: Semi-Primitive Non-Motorised Functionally Non Roaded (FNR)</i> with the management goal to have future roads temporary and inaccessible to maintain the high quality wilderness experience for non-motorised recreational activities</li> </ul>

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### **APPENDIX 3 : Values and Interests Represented and Consulted During the Process to Update the Access Management Plan**

- Quad Riders ATV Association of B.C. (ATV/B.C)
- Ridge Riders ATV Club
- North Caribou Off Road Adventure Society (NCOAS)
- Cattleman Associations
- B.C. Guide Outfitters Association
- BC Trappers Association
- Nualk Carrier Grease Trail (Alexander Mackenzie Heritage Trail Society)
- Local Forestry Consultants – Community Development
- Archaeology Consultants
- Nechako Valley Sporting Association
- B.C. Wildlife Federation
- Community Futures
- Chamber of Commerce
- Village of Vanderhoof
- Village of Vanderhoof Council Member
- Ranching and Agriculture
- Mining Industry
- General Public (environment and wildlife)
- General Public (resident and non-resident hunters)
- General Public (motorised recreation)
- General Public (non-motorised recreation)
- General Public against access management planning
- Commercial Recreation and Lodge Owners (Nature Based Tourism)
- Environment and Biodiversity
- Upper Nechako Wilderness Council
- Forest Licensees – Canfor, L&M, West Fraser
- BC Timber Sales
- Guide Outfitters
- Trappers
- Saik’uz First Nations
- Lhoosk’uz First Nations
- Ulkatcho First Nations
- Ministry of Forests
- Integrated Land Management Bureau
- Ministry of Environment
- Ministry of Tourism, Sports and Arts

## Appendix 4: Responses from government to the consistent themes identified in the public comments received

**Note:** The approach taken in this table was not meant to respond to each and every comment received. The responses provided are focused on the consistent message and theme in each category as it related to the Access Management Plan.

Theme	Government Response
<b>Category: Principle Statements for and against Access Management Planning</b>	
<p>The plan is not fair or equal; public access to crown land is being denied.</p> <p>No one should have more access to crown land than another.</p>	<p>This plan is attempting to address the issue of “fairness” by trying to facilitate trust with public members who may perceive that access into non-motorised areas for business purposes is not equal and fair and that Guide Outfitters and Lodge Owners have special privileges over the public.</p> <p>To provide a balanced plan required there was no impact to the flow as this plan is not about creating new protected areas.</p> <p>This is plan is not preventing the public from accessing crown land, nor is it allowing one group special privilege over another (private land owners, Guide Outfitter, Lodge owners, industry). This plan is providing options for how one would like to recreate and managing this opportunity by addressing the impact of the road density resulting from the mountain pine beetle epidemic. The plan is providing the best options for fairness by:</p> <ul style="list-style-type: none"> <li>• Providing more opportunity for motorised recreation as a result of what the public has indicated was their current pattern of use</li> <li>• Identifying the areas that are currently un roaded as the best suited areas for remote backcountry recreation</li> <li>• Recommending that the current situation of road density be maintained as to provide the best experience for all users as possible (prevent further proliferation/increase of roads in designated areas)</li> <li>• Once an industrial activity becomes “recreating” (i.e. hunting, fishing, trekking, touring) then the industrial proponent in the access management designation is considered to be a member of the public and must comply with the appropriate designation and same “rules” as the public.</li> <li>• If private property and residences exists in areas where non-motorised access management designations are established, motorised use on the roads to gain access to the private property, is not permitted. Alternative means to access private property and residence must be applied (e.g. air plane, water craft).</li> <li>• This plan is not static and subject to change and adaptation if demonstrated operational issues and concerns are encountered</li> <li>• That comments and concerns about the plan as it is being implemented are welcomed at any time by submitting this information through the “feedback tool” on the ILMB website. This could also be used for dispute resolution.</li> <li>• Managing the operational burden for additional planning requirements for access management by having this plan remain as policy to facilitate implementation flexibility and professional judgement based on business needs.</li> </ul>

Theme	Government Response
<p>Opposition to access management planning and the concept of the LRMP in general (maintain the right to go everywhere).</p>	<p>This project is an update to the existing Access Management Plan that has been in place for 10years under the guidance of the Vanderhoof LRMP. The LRMP is a Cabinet approved and consensus plan that provides policy guidance for the integrated resource management of several values.</p> <p>The implementation of this “social” document will continue and be maintained, requiring the need to have an Access Management Plan in place. This goal of this project is to align the strategic direction in the LRMP to the state of the current landbase and established patterns of recreational use. The update of the plan was required to account for the impacts from the mountain pine beetle.</p>
<p><b>LRMP and Access Management Process</b></p>	
<p>Once the public started to make comments and wanted to get involved, the process was changed from being consensus based.</p>	<p>The process involved to update this access management plan was not intended to be a consensus based process that required all parties to reach a common agreement. It was determined at the very beginning of the update project that all parties involved and consulted would play an advisory role, providing government with advice and knowledge to support the final decision that would ultimately be made by government. This was always the message provided and it never changed.</p> <p>The public have always been invited and involved in the LRMP meetings</p>
<p>The LRMP “committee” makes decisions without listening to the public.</p>	<p>The Vanderhoof LRMP participants attend meetings to become informed about the implementation of the plan. These participants do not have decision making authority and only provide advice and guidance for government consideration. Government makes the decisions.</p>
<p>The public process for this project is flawed and did not allow the public to provide input at all.</p>	<p>There was a formal public review and comment period for this project that lasted for one year. Several venues were provided to the public where information could be received and comments collected (open houses, trade fairs, information made available locally). In addition to these events, there was extensive consultation, discussions and meetings with all identified parties including the public, organised clubs and associations, industry and stakeholders.</p> <p>Before this project was initiated, government conducted an access management survey to solicit the perspective and opinion of the Vanderhoof community. This survey provided overwhelming responses and comments regarding the need for this type of planning and why the management of access is important in the care and consideration of other forest values.</p>
<p>The public has not been well informed about the LRMP process. These LRMP meetings did not have public representation</p>	<p>Since the LRMP was Cabinet approved in 1997, the LRMP participants have been actively meeting on an annual basis since to receive information on how the plan is being implemented. The role of the LRMP participants is an advisory one, with no decision making authority provided.</p> <p>Since 1998, every LRMP meeting that has occurred has always been open to the public and actively advertised. Attendance at the LRMP meetings have been high, constantly bringing in new and interested public members that are representatives of the divers range of values and interests in the community.</p>



Theme	Government Response
Why is snowmobiling and winter recreation not included in the plan.	The intent was to address access management planning in two Phases; Phase 1 is for spring, summer fall recreation; Phase 2 is winter recreation.
Input for the general public is not being listened to.	Every attempt was made to incorporate comments received into the plan by specifically seeking out “how the plan was impacting public recreation values”, as government needed to quantify these statements so it could be actively addressed. A positional comment is difficult to factor into the plan.
<b>Recommendations and adjustments to the proposed Access Management Plan</b>	
How were the public comments incorporated into the plan; what changed?	<p>Several comments were provided that enhanced the access management designations by providing additional insight into known recreational use by the community. This resulted in the following access management designation being changed from <b>non-motorised use to motorised use</b>:</p> <ul style="list-style-type: none"> <li>• Savory Ridge (original designation of non-motorised was completely changed to motorised)</li> <li>• Anzus and Boreal Lakes (original designation of non-motorised was completely changed to motorised)</li> <li>• Cabin Lake (this designation of non-motorised was removed from plan)</li> <li>• Home Lake (inclusion of the Home Lake Trail in the motorised designation – the trail becomes the boundary between access management designations)</li> <li>• Mt. Davidson (the size was drastically reduced to accommodate the comments that known motorised use is in the area; current designation boundary was designed by public at the October 25<sup>th</sup>, 2006 Open House)</li> <li>• Middle Sutherland (the size of the motorised designation increased to incorporate the upper NW portion;)</li> <li>• Upper Sutherland (the NW portion of the designation was changed to motorised)</li> </ul>
<b>Fairness and Equity</b>	
This plan is providing and promoting exclusive use for Guide Outfitters and Lodge Owners. This group must follow the same rules as the public.	<p>Guide Outfitters and Commercial Recreation (Nature Based Tourism) do not have exclusive rights on the crown land, nor can they restrict the public from accessing the areas where they operate. They must conduct their business and service their clients in accordance to the plan designations. Essentially, they are required to follow the same “rules” as the public or they are in non-compliance with the plan.</p> <p>Specific operational implementation issues that provide a “perception” of inequality are being assessed with other options being pursued.</p> <p>The Nature Based Tourism industry is very much aware of this issue and are committed to following the designations of the access management plan.</p>

Theme	Government Response
This plan is creating new protected areas.	Areas with access management designations are not protected from industrial development and use. All resource operations, including forest harvesting, oil and gas, mining, trapping and grazing will continue to occur and develop crown land.
Public access to crown land is being denied.	An important component of this plan is that it does not prevent or preclude anyone (industry or public) from accessing Crown land; the right for industrial development and public recreational activity is still maintained. What this plan is providing are strategic options for “how to access an area” based on the recreational opportunities and preferred use. Essentially this plan is providing options for a quality recreational experience.
<b>Public Safety</b>	
Recreational conflict is occurring on the landbase in Vanderhoof and every type of preferred use should be provide certainty and safety for their preferred use.	This is exactly what the updated access management plan is providing; certainty for all recreational users, and proactively managing for conflict between users.
This access management plan will impede and prevent access to effectively fight forest fires	<p>All access management designation were compared to the MoFR mapping of strategic “fire breaks” for tactical forest fire operations and staging locations. If there was a conflict or potential for a designation to impede fire fighting efforts, then the designation was removed or adjusted accordingly.</p> <p>The MoFR Protection staff have been actively involved and part of this project to provide their expertise and ensure their interests were not affected.</p>
<b>Industry and Business Issues</b>	
This plan is imposing operational constraints and expense to industry (e.g. telling use where and how to deactivate).	<p>This plan is providing strategic guidance for industry that informs them where priority efforts for road management should occur if road permissess want to relinquish road permit obligations. This plan is not about establishing “road deactivation standards”; this is something that the road proponent has the flexibility to adequately address in the operational implementation of the plan.</p> <p>This plan is asking for proactive and thoughtful planning at the operational level to determine: how the development of the road will impact the recreation experience/opportunity; mitigation techniques to prevent intact and un roaded designation from being established as motorised use; and further deterioration of the recreational experience with the additional proliferation of roads.</p>
Logging roads need to remain open to dealt with future silviculture and reforestation	This plan offers the opportunity for the road proponent to exercise professional judgment and flexibility in determining the most effective strategy to address the access management designation that will fit/align with business operations after harvesting is completed. Again, forestry operations (harvesting, sivilculture) can continue in each Recreation Management Area.
<b>Wildlife Concerns</b>	

Theme	Government Response
This plan is not providing enough management and consideration to the environmental and wildlife values that heavily impacted by roads	Where possible, other values that overlapped with the access management designations were incorporated into the plan. The main value that this plan is managing for is the recreation values of settings, experiences and opportunities.
<b>Recreation Values and Uses</b>	
This plan does not provide enough non-motorised to assist with economic diversification and future opportunities	This plan can certainly be a consideration in future economic diversification efforts. The diversified uses and opportunities that both Access Management Designations (motorised and non-motorised) provide can be marketed and promoted. This may attract and encourage more “front country” tourists to stay longer in the communities in the Vanderhoof LRMP planning area
How is the the Nualk Carrier Grease Trail (Alexander Mackenzie Heritage) being considered in the plan?	<p>Nuxalk-Carrier Grease Trail (Alexander Mackenzie Heritage Trail ) is managed under a separate process/plan and is not part of this access management plan. Currently most of the trail offers motorised recreational access and this status has not changed.</p> <p>The Messue Wagon Road, Messue Horse Trail/ Kluskus Bypass are not part of the Nuxalk Carrier Grease Trail (Alexander Mackenzie Heritage Trail )</p>
<p>You need to provide hard numbers and research on the amount of people that recreation in Vanderhoof with non motorised means.</p> <p>What was the information/data used to create this plan?</p>	<p>Over the entire length of the process, we were able to quantify this type of information through the information received from the public, stakeholders and associations, on how and where they recreate for both types of uses. This provided government with the current patterns of recreation use. The 2005 Access Management Survey provided some data as well</p> <p>This type of inventory/data collection is a future idea to explore as the plan is implemented and monitored</p> <p>The process behind this plan was diligent and rigorous, with a variety of technical, economic, environmental, and social inventories analysed, developed and considered.</p>
<b>Implementation and Monitoring</b>	
Who will implement and monitor this plan. How will it be enforced?	<p>This plan is a policy document that provides strategic information regarding the management of recreation values (experiences) and roads. The plan is asking for voluntary compliance, understanding/respect and professional reliance from all parties involved, as it is not a regulated plan.</p> <p>The plan will be monitored over time by government agencies, and reported on at future LRMP meetings. To ensure that there is an opportunity to actively collect advice, issues and concerns from the public on an on-going basis, the Vanderhoof LRMP website has a “feedback link” that anyone can use to provide government information. All comments received will be tracked, stored and used as a way to measure implementation success, issues and concerns. Information received through this web-based feedback link can be used in future adjustments and refinements to plan</p>

**Appendix 5: Summary of Public Comments and Responses**  
**NOTE: not all comments received are provided in this table as they were too offensive to print**

Principle statements for and against Access Management in General	Comments regarding Recreation Values and Uses	Wildlife Concerns	Public Safety Concerns	Mountain Pine Beetle Management	Comments on Fairness , Equity and Balance (level playing field, discrimination of specific recreational user group)	Research and Inventory Information	Comments and concerns regarding LRMP and AMP process	Comments and concerns regarding Government	Comments regarding Implementation Monitoring and Compliance	Recommendations, concerns, adjustments and additions to access management polygons	Resource Based Business Issues
Why do we need another area close to Tweedsmuir Park that will be restricted to vehicles ~ the general public should be able to camp, fish, hunt and do whatever without imposed restrictions	What are the recreation values in the Lucas Lake and Greer Mtn areas; why shouldn't these areas be available to the general public?	The general public is no more of a hazard to wildlife than industry is - animals adapt to changes in the environment (healthy populations in industrial areas)	Need to include in the written GMD (for public safety reasons) that access management may be restricted to limit the risk of forest fire or interference with fire suppression	Mother nature is the best teacher-our kids have seen the effects of the mountain pine beetle, as many hunters from Vancouver. We all have a better appreciation of the damage having seen it first hand (and not on TV) and limiting access will not benefit anyone	If the non-motorised areas have special and unique value then these rules need to apply to everyone, 12 months of the year for all motorised vehicles, planes, snowmobiles, motorised boats, logging, mining and other industries - then it is a level playing field	Study on hunting success in limited entry areas to determine current status of moose populations and if alternative practices are required to maintain healthy population	Do not feel that my opinion was heard at the Open Houses	We are very distressed about this plan. This is a democratic country where government does not ride rough-shod over the citizens	The proposed legal penalty for non-compliance seems unreasonable and impossible to apply - what process led to proposed penalty and by whom?	All non-motorised areas should be removed from the plan. Maintain the same amount of forestry roads but leave it all accessible to everyone, or close it to everyone and every industry or business	Mining provides high paying jobs, wealth, jobs and a sustainable future for the region. Development of mines should be paramount and access to land is necessary. Alienating lands for wilderness preservation, recreation, forestry supersedes and alienates mining explorations and development
Having large areas of land restricted to the public so that half a dozen businesses can benefit is unacceptable- If they need protection from access they should think about a different business - they should pound sand. Crown land is crown land	I am a recreational horseback rider and that uses the Alexander Mackenzie Trail, Kuyakus Lake area and Mt Davidson area and use pack horses and riding horses for these trips. We do this trip about three times a year with several of our friends (6 people)  During these trips we quite often run into other fellow horseback riders who enjoy this area for the same reasons we do	There is routine crossing of Blackwater River with motorised vehicles and heavy equipment 3 miles west of the inlet to Tsacha Lake - this crossing is at or near the most prolific rainbow trout spawning ground of the Blackwater River	Will road safety be compromised by this initiative, especially if some of it is winter harvesting (in fact a large amount)	The visible effects of the pine beetle is far more striking than lying statements that timber harvesting is the primary reason for causing alterations to the landscape	How can you implement a summer closure to motorised vehicles for wildlife concerns, with no snowmobile restrictions in places? It does not make sense as wildlife is more concentrated and venerable during the winter months, and snowmobiles are more impacting than ATV's (speed, sound). This is not sound wildlife management	Need to conduct unbiased study on damage packhorse and ATV's create on the environment and ecosystem	LRMP participants as indicated on minutes do not appear to be representing balance	I look forward to the Open Houses to hear the views and concerns of the other community members- maybe I have misunderstood what I read, but I need information to put my mind at rest to restore the trust that groups that are given a position of trust will use it reasonably	All of the recommended access management areas need to have a geographical name or number to assist with referencing, and providing accurate comments	Do not restrict vehicle access to Anzus Lakes, (#12) Boreal Lake (#13) and Lavoie Lake (338)	Seasonal industries such as tourism should not receive a priority over high paying sustainable industries such as mining.

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<p>There is a massive increase in roads and logging, with some access points in place for the last 10yrs. These closures where respected by everyone. Is it not in the best interest for everyone to have some areas with access control for the sake of the environment and offer a little bit of tranquility and solitude somewhere?</p>	<p>The Davidson (49a) polygon should stand up to scrutiny as it has been closed for the last 10 years</p>	<p>Even though this proposed plan is not for the management of wildlife, the most serious effects of the massive increase in road density is directly on the wildlife resource through increased hunting pressure into newly opened areas</p>	<p>Risk of man caused fires may increase in areas of motorised access - thus reducing the area of motorised access is likely to reduce cost of fighting forest fires and increase the value of timber harvested.</p>	<p>If burning was allowed in the early stages of the MPB infestation in wilderness areas, this infestation could have been stopped - by designating areas as untouchable the blight was allowed to spread</p>	<p>Will range tenure holders, First Nations, mining companies and trappers be granted "special vehicle access" in non-motorised areas?</p>	<p>The non-motorised areas seem to been arbitrarily set with no actual data on hunting, fishing and hiking usage by the public ~ when asked, the government biologists and Conservation Officers reported having no information regarding recreational usage or game harvest specific to non-motorised areas</p>	<p>The bureaucratic process of the Vanderhoof LRMP is designed to suit the agendas of a select group of stakeholders (favour a few) that is not in the best interest of the region</p>	<p>It is not the business of ILMB to popular; it is the function of government to provide balance among the stakeholders. Provision of balance is what ILMB is tasked to do ~ that is the function of government. It is not the function of government to hide behind the agenda of one set of stakeholders at the expense of others. Public meetings are not going to change this responsibility not make it any easier</p>	<p>Who will monitor and track road development and road densities to ensure the objective for the recreation value is being met?</p>	<p>The Home Lake Trail needs to be removed from the non-motorised status as it is used by many people to access the Crystal Lake area with ATV's.</p>	<p>This proposal does not meet the spirit and intent of the guidance provided by the Chief Forester for the uplift in cut. The functionally non-roaded areas must be declared set asides and the "remote" areas need to be designates as "harvest last" to balance the increase in timber harvesting</p>
<p>We use a lot of the Vanderhoof area for fishing, hunting and sight seeing - many memories have been made over the years. We feel that you don't have the right to take this away from us. We are trying to teach our kids conservation and appreciation for the</p>	<p>All that volunteer time, all that government time to have a proposal that thinks closing roads after logging will be sufficient for management and conservation of recreation values</p>		<p>Due to the current and expected future high fire hazards in the beetle killed areas, road access is not only acceptable it must be considered as critically important</p>		<p>To lessen the economic impacts of the MPB, we all must manage the landbase to provide future diversification opportunities - this means considering and providing for all forms of recreational activities and needs. Areas should be provided for those who want to play with their motorised</p>	<p>The Recreation Opportunity Spectrum criteria used to generate semi-primitive areas is based solely on existing road densities. The majority of these areas have non-traditional timber profiles, not unique recreation values and</p>	<p>There is a petition against a LRMP proposal regarding land used for specific uses. I would like to find out more about this issues as there are always two sides to every story and once you hear both sides a lot if the</p>	<p>Part of the solution is that government must educate the public as to how to mitigate the negative aspects of motorised activities</p>	<p>If harvesting occurs in a functionally non-roaded area, it would require to re-hab the associated roads upon completion of harvesting. If there is re-entry of the area is needed (salvage, silviculture), there will be appraisal</p>	<p>Request that there is no motorised traffic in the areas along the Nechako River corridor, the land between the Nechako River and Copley Mtn/Lake. Would like to see these areas changed to Backcountry recreation</p>	<p>While harvesting can occur in a functionally non-roaded area (newly created designation) the feasibility and cost-effectiveness is questionable. How did these areas receive this designation, was it based on</p>

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country we are so lucky to live in. This cannot be taught by reading books or being in town.					toys, as well, areas should be provided for those who want a backcountry experience without motorised means. Backcountry experiences will become an ever increasing sector of society that we have to be prepared to provide	represent pre-beetle LRMP constraints that may not be relevant in a dead forest (i.e. visuals, wildlife)	opposition is rumours or miscommunication		costs for re-construction and rehab required ~ is this a wise way to spend public funds?		science to achieve an improved recreational outcome, or providing exclusive guide outfitter areas?
I am opposed to this proposal - I am a hunter, fisherman and camper and believe that there is enough protected land out there. This proposal is to benefit the guide outfitters and I believe that public lands belong to the public and not to a selected few.	Is it correct that the proposed access plan does not consider limiting motorised access to the Alexander Mackenzie Heritage Trail?		The use of motorised vehicles on some sections of the Alexander Mackenzie Trail can be extremely unsafe for horseback riders		It is my understanding that the legal penalties for non-compliance will apply to the public and commercial tourism operators.	Why are we protecting areas for activities that do not seem to be utilised - specifically backcountry recreation. Until the proper information is collected that identifies what recreational opportunities should be managed for, this process does not manage the true type of access needs for the current recreational use in Vanderhoof (ATV's).	I just found out about this access proposal and I am very angry. Why did I not know about this sooner? There seems that there are many folks who are "new" to the LRMP plan and concept in spite of the plan's existence for the last nine years - part of the challenge with continuity. There is alot of concern about any government plan coming out without sufficient public input ~ even though too many, there has been input galore.  The process to date has been a fair and balanced approach to the issue of access management	We would appreciate receiving ILMB comments regarding the impacts that an increase in restricted access and increase in constraints will have on mill employees, contractors, community and companies	When would forest licensees be able to build roads in the remote areas, or areas designated as "functionally non-roded"?	Some of the most crucial areas like the Blackwater are not given the most restrictive access status - the Blackwater corridor needs to be given a set aside status  To increase the recreational experience and setting/ value to the non-motorised area in the Lucas Lake and Devils Thumb, the sensitive wetlands and surrounding valley to the south of the proposed area (#34) should be added (map provided)	Is it reasonable to expected winter harvesting only in areas like the Davidson? If harvesting potential for salvage profile cannot be met in this area due to constraint, other areas in the district will have to supply the volume shortfall

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I protest the closure of more public land. We have enough parks, ecological reserves and protected areas in B.C. ~ We are Canadian tax payers and have a right to enjoy our wilderness in whatever way we choose.	There are many nature based tourism operations in the areas around #52, #53, #55 . There are 5 lodges operated by Moose Lake Lodge, Johnny Lake Lodge, Langara, Stewarts Lodge, Laidman Lake Lodge. In addition Tweesdmuir Air, Fawnie Mountain Outfitters and Sharp Wings (out of Anahim Lake and Nimpo Lake) use this area extensively. Traditional access into these lakes has been by air, hiking and horses; there has never been rubber tired access into this area.		Engine noise from four - wheelers and the speed at they are able to travel, make it impossible for them to know if others are using the trail. While horseback riders can hear the ATV's, moving a group of pack horses and riding horses to a safe location to avoid collisions can be difficult to do in a hurry		We understand that there are far more motorised vehicles using the backcountry than hikers and horseback riders. For that reason we hope you will understand and see that our request to have an area designated for our non-motorised needs so that the few areas and trails we have be isolated and made safe from incompatible traffic is not unreasonable	Why are we protecting areas for activities that do not seem to be utilised - specifically backcountry recreation. Until the proper information is collected that identifies what recreational opportunities should be managed for, this process does not man	I have lived in this country for a long time and valued the fact the I was still free to enjoy our local fishing, hunting and camping spots - it truly saddens me that the opinion of a few individuals for their own gain want to take this away. I have read the 2005 and 2006 LRMP minutes carefully and notice the names of those attending seem to greatly influence the areas that are being proposed-guides, trappers and lodges all have reason of personal gain to have control over access the general public in areas around their businesses	I think you planners that are running this so called project are benefiting financially from the special interests- why else would you be doing this.	Will other resource extraction companies (oil and gas, mining) have to respect this plan - or is it only relevant to forest harvesting	There is a certain amount of area being proposed for non-motorised use. To provide certainty for both recreational uses, provide the exact same amount of area for motorised use only.	To maintain vehicular access in a semi-remote with motorised area, a licensee cannot comply with the requirements of FRPA for deactivation. There are options for allowing a licensee relief of their RP obligations under FPPR s.79 but I expect the MoFR will insist on deactivation of roads with major structures of environmental risks. The legal objective must not put licensees in a situation where they must maintain a road that they have no further use for
Access to B.C's crown land should be available to everyone, but as the situation on the land base changes (due to MPB) the management of the land needs to evolve ~ in order to protect what we have taken for granted will require appropriate management	There is a massive increase in roads and logging, with some access points in place for the last 10yrs. These closures where respected by everyone, including the guides. Same rights for everyone. Is it not in the best interest for everyone to have some areas with access control for the sake of the environment and offer a little bit of tranquility and solitude somewhere?				Industry has a greater chance of destroying delicate plant life, especially if general public stays on old logging roads and trails. Horses, wild animals and large groups of hikers can leave permanent trails in the terrain.	If tourism and forest recreation sectors need to have a reasonable level of remoteness - if this information is not collected there is no way of establishing a baseline by which to establish a target. We need to collect this information before	Limiting motorised access to one group and leaving other groups with no limitation is extremely discriminative.		In semi-remote areas, access density is to be limited or controlled. The overlapping tenures on the landscape will make conformance difficult. Who will mediate this process of no net road density increase?	Unit 34/35 of remote and FNR seems to have increased in size and has a large impact to TallOil. Why is it bigger?	In functionally non-roaded areas it is stated that the running surface is to be rendered impassible to off road vehicles ~ suggesting that the licensee will responsible for the de-construction of roads for all CP's and RP's. The

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policies, this includes access to the land	Why do we need to drive around every lake within 30 miles					we can adequately manage for access in Vanderhoof.	The logic and planning behind non-motorised areas leaves open the speculation for hidden agenda's as there is no transparency to these regulations. There has been a lack of transparency in the whole process				issue is "who will pay" for this new activity and leaving it up to the licensee introduces a major cost that places us at a serious competitive disadvantage with the rest of the province. There must be some mechanism for cost recovery found before this objective is put into law
I believe that the proposed access management plan does not do much to assist the residents of Vanderhoof to mitigate the negative economic implications during the time period of reduced harvesting (500,000 m3 ) for 40 years after uplift salvage harvesting is completed)	huge interests in our area including that of hunting, 4x4 and use of ATV's for recreational purposes provide enormous economic spin-offs in our community. We oppose any attempts to limit or curtail these type of uses even though that proposed areas for backcountry recreation are significantly smaller geographically				Industry has a greater chance of destroying delicate plant life, especially if general public stays on old logging roads and trails. Horses, wild animals and large groups of hikers can leave permanent trails in the terrain.	The public needs to see the data that is being used to support the proposed changes and the following information needs to be collected: -How many people are using the proposed backcountry -If there is not backcountry use, then the polygon should be removed as there numerous local parks created to offer the remote experience people are looking for -Is the general public supportive of large tracts of land being closed off that will limit their recreational opportunities to hunt and fish? -	As government you have all of the information you need to know and have had it for a couple of years. It is time to make a decision, put the balance in place and get on with it. You will never get consensus at a public meeting and with the uplift in cut, came the decision to provide balance for other resources		How will enforcement be undertaken in this new plan? Will ILMB assume this mandate of will the burden of public conformance be placed solely on the licensees and MoFR?	I would like to suggest that the Mt Davidson area be reserved for horses and hiking only and that no access by motorised vehicles be allowed on some sections of the Alexander Mackenzie Heritage Trail	To deactivate all roads in the non-roaded areas immediately after harvesting could create a huge cost implication for licensees and the province. Who will absorb this cost - the licensee or the province



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						<p>-</p> <p>Based on the open houses and mill/bush workers we would say no as we have heard many negative comments regarding the proposed AMP revisions</p> <p>-In the absence of sound data, how can a positional statement against access management carry less weight that a position supporting access restrictions?</p>					
<p>I strongly urge government to increase the area designated as non-motorised, recognising the economic benefits and opportunities this will provide by mitigating the social and economic struggles the communities will face when the harvest level is decreased.</p>	<p>Values are changing quickly and static polygons on a map cannot be used to accurately reflect these ever-changing values. We do not want to see any limits placed on what we as a community want to achieve in the future from an industrial, commercial or tourism perspective.</p>				<p>My concern is that commercial enterprises and game guiding are permitted to use vehicles in non-motorised areas catering to non B.C residents ~ I am not aware of any other location where guides are allowed such privilege. In the Kootenay's, certain hunting areas have hunting restrictions with the same rule applicable to commercial and recreational hunting ~ in Vanderhoof there is a lack of a level playing field for all parties</p>		<p>Why did you have Open House sessions during the week when so many people can't make it and give only 60 days for the whole process ~ this process is sneaky and underhanded and I will continue to support the mis-informed petition (as I believe it is not mis-informed)</p> <p>Why did ILMB email only a few of the guide and lodge owners for support during the Open House if this proposal is not benefiting</p>		<p>Who is going to be responsible for tracking the success and compliance with the Access Management Plan ~ where are the targets to measure against and ensure accountability?</p>	<p>Unit 47 has increased in size since 1997 - what is the reason for this change</p>	<p>There appears to be an increase in the recreationally constrained and access managed proportions of the THLB. Even though these constraints are not removing THLB there is a direct impact on the overall operating costs (i.e. winter harvesting) and a negative impact on the short to mid term timber supply</p>

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							them?				
This government mandate has fooled all of you people on the committee - Money for nothing; Tricks for free	I take exception with the phrase "negative aesthetics impacts of forestry". Do you infer that a burnt hillside or one lifeless and grey is more aesthetically pleasing? Given 15 years after harvesting and the visual landscape is in recover - this cannot be guaranteed for a burnt or unsalvaged viewscapes. It is all about perceptions				It is stated that the motorised closures will not benefit guides and lodge owners of course it will, any closure will.		I want to know what is this LRMP proposal to remove large tracts of land to vehicle access? I am very concerned and it is only be accident that I heard about this/		What legislation will be used to enforce road closures and who will enact and enforce these closures?	A substantial amount of Tall Oils license is in unit 49 and 49a which have a remote requirement to maintain - this will likely constrain Tall Oils operations in this portion of their licenses.	It is expected that pine leading stands in recreationally constrained areas will become uneconomical faster than in unconstrained areas - there will be implications to the short and mid term timber supply(as the fibre decays). Is this the wish of the LRMP table and government?
It is my god given right to go anywhere on the landbase. Nobody can tell me what to do and where I can go	What is the value in unit #61?				The Regional Board does not feel it is appropriate to place limits on what can be achieved in the future and request the VLRMP AMP reflect that philosophy		How will additional areas that are submitted both during the public review period and in the future be considered? How will they be incorporated (or not incorporated) into the plan?		Who will install, purchase and maintain signs and/or physical barriers?	It is of concern that some non-motorised polygons in the old plan are now motorised ~ the proposed plan appears to be rewarding non-compliance of the existing plan (individual disregarding non-motorised designations). I am concerned this trend will continue	Implementation of proposed access management and tourism strategies will have a tendency to create "defacto" parks. We must be able to extract timber in a timely manner ~ to defer these stands from harvest will create non-recoverable losses

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	Site disturbance, site degradation, soil compaction, erosion and garbage accumulation increases as the area of motorised access increases. Reducing areas of motorised access means less devaluation of area for wildlife, fish, tourism and recreation						ILMB gave the impression that previous access plan was influenced by individual interests and this would not be the case in the new plan ~individual interests are very evident in this new proposed		Has a criteria been developed to determine when and what type of access closures should be used?	There are many private properties in the Savory Ridge area that require motorised vehicles to access properties. Additionally, there is an established and long history of numerous recreational ATV users in this area. The current designation of non-motorised will impact both private land owners and public recreationalists significantly	With recreation and access management proposed for 247,000 ha or 30% of THLB, Vanderhoof will become one of the most constrained districts in the province and many of these constraints are in Tall Oil's operating areas
The LRMP group has put forward a proposal to take 247,000 hectares of crown land around the Vanderhoof area and make it vehicle inaccessible. If you are a hunter, fisher, camper or take the occasional drive in the back country you should be concerned. If the proposal is not stopped the next time you wish to travel our back country you may come across a sign which reads no vehicles allowed (this includes ATV's). A potential fine of 100,000 could be imposed if you cross the line. The purpose they say is for tourism	Reducing the area of motorised access will increase the revenues obtainable through front country and backcountry experiences for the public and nature based tourism. Families that enjoy non-motorised activities will have the opportunity provided to them						ILMB has thrown out a backcountry recreation target of 25% of the district - is this number based on science, recreation potential or simply pulled from a hat?		How effective will an access control point be with just a sign (and no physical closure) ~ past experience with the old plan has sign only closures are not effective	The interior of the Crystal Lake area has been recommended for motorised recreational use, yet there is no active way to access this area because of the current points in place (#19, #4, #75) under the existing access management plan. These points will need to be actively removed if the new proposal for Crystal Lake area is accepted to provide access and be consistent with the new plan (i.e. #19 is not covered by a recreation designation at all)	Use of gates for the management of access is an opportunity to give industry some flexibility that will go a long way. Barriers are costly to maintain (open/close) and restrict industrial traffic the freedom of movement throughout the year. Gates will permit flexibility to industry yet control the recreational use of the roads.

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and forest recreation to experience remoteness. We already have 20% parkland in our province and there are a number of huge local parks that should be sufficient for this experience. Is this proposal just to benefit the guide outfitter and create more protected areas and keep the general public out of our back country.											
	The problem in the Vanderhoof seems to revolve around access restrictions concerning fish and wildlife availability to the public						Have the delineated access polygons (and designations) been generated by a balanced focus group? Who has been the goal tender in this process to ensure that unreasonable expectations are not carried forward		There is a concern that the licensees will not have the ability to enforce closure points on their permitted roads (do not have the same authority as the MoFR)	Unit 40/41 /48 appears to satisfy further visual quality concerns through the access management ~ this would be an unacceptable practice. The LRMP access management plan should not further constrain for this reason, as this area will be managed for visuals through FRPA and FSP's	It is suggested that MoFR and ILMB discuss governments overall land management visions for areas that have large remote designations, where the prompt salvage of MPB killed timber will be slowed by access and recreation management constraints
	The dead forest will likely not offer the same recreational experience recognised in the LRMP						Should polygons without valid public backcountry recreational merit be included in the, or sent to the public for review and comment		Who will ensure that deactivation of roads is effective and the licensees are meeting their obligations as per the access management plan. How will this occur? Will there be	The East Nechako Range located in the Cottontail area between the Stuart River and Nechako River has many trails that are used for hiking and ATVing all the way to Blue Mtn. There area is rich with wildlife and in a WHA. Due to the	Mining and the impacts to the industry are not mentioned in this proposal

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									penalties?	conflict with highly competitive and aggressive hunting and my cattle on crown range, combined with the high volume of hunting traffic that stressful to the wildlife, I propose that this area be closed to truck traffic during hunting season.	
	The proposed map indicates that some sections of the Alexander Mackenzie Heritage Trail will be opened and no longer protected from vehicular traffic like in the past						Are not all forest professional undertaking forest management in BC considered "keepers of the realm" or is this restricted to ILMB?		Will industrial users of roads beyond access management points be required to obtain authorisation and if so from where? If not, how will users be tracked if the point is not effective and what are the steps that can be taken to make a closure effective?		There are no set asides for any other economic uses of the forest, let alone conservation or recreation
	The proposal promotes tourists to drive to areas and then walk/hike. Why would you ask people to do this is an area that is being promoted world wide for hunters to pay excessive amounts of money to kill something. I believe that guiding areas should be restricted from promoted hiking tourism						Government will never get consensus on this access issue- if there is a government desire to support tourism based businesses and initiatives then decisions have to be made based on what is best for tourism in the long run		Notification of the public is very important for the plan to be effective - they must be aware that the plan exists		There will be no timber supply impact because all the dead wood cannot be harvested

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							There is an uneasy feeling that those who are sitting at the table, upon whose ideas and opinions the proposed access management will be based on, are still proponents of values identified in 1997 and these are not the values that are prominent in our community almost 10 years later. It is imperative that any recreational access management plan clearly reflect and reveal our current values.		Who will monitor and enforce the commercial operators that are not complying with the access management plan		Even though it has been identified as a key issue, we fail to see where or how the forest sector's need to harvest timber and regenerate land and trees in a cost effective manner has been addressed anywhere in this process
							There is a need to better understand the values that are important to our community and how those values will be reflected in the proposed recreational access management plan. Our community wants the flexibility and freedom to identify those values		The snow-free closure date apply to all of the access designations. Does this mean that harvesting and silviculture operations cannot occur during this time?		In the Recreation and Tourism GMD it is suggested that "minimal maintenance and deactivation (wilderness road standards) be considered. This not only has a negative impact on forest industry, it does not work for companies that go out of there way to maintain roads to local lodges, resorts and forest recreation sites.

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											By suggesting this stops in order to promote recreational opportunities, how is this an improvement
							Have potential areas for oil and gas pipeline development been considered in this proposal?		What are the road density requirements for each access type designations and how are the calculated and tracked?		In the Access GMD, connector roads are discussed. Canfor does not and will support the Vanderhoof Anahim connector and we do not recall the LRMP group ever supporting the Anahim connector or having a group discussion on this issue
							The focus of the plan has seems to have move away from ROS and become more about the protection of personal interests - similar to the existing access management plan		What happens if a licensee cannot meet the road density requirements - will they have to deactivate before they build. What if they need to access an area for several years due to silviculture		I has to be recognised that some objectives may have to be compromised in the short term to manage for those objectives in the future, while not severely impacting the main economic drivers in the (forestry)
							I believe that you have done a good job in accounting for the current roaded and non-roaded status along with reflecting the current uses and		ILMB will not be reviewing FSP's to ensure consistency with the plan, but is it expected that MoFR C&E will enforce the plan? If there are no legal implications		We thought that ILMB was going to work with Nature Based Tourism to help them modify their operations in response to MPB - we do not see this happening as

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							values in the forest district ~ having said that this plan needs to more concerned about creating a beneficial future than reflecting the current status. The plan's objectives should be able to provide a reasonable balance and blending of social, environmental, economic, motorised, non-motorised and wildlife objectives. This proposal fails to accomplish this		C&E is unable to enforce		it does not make sense to lock up areas (temporary or otherwise) when dealing with MPB killed wood. The timber has a limited shield life and on one else has stepped forward to try and deal with the impacts that this epidemic has given us. If areas are locked up, they are lost because they become uneconomical to harvest and for recreational use (who will want to enjoy recreation activities in a sea of soon to be wind thrown grey timber?)
							With large tracts of land being removed, as the petition states, this decision is bigger than the LRMP and must go out for public referendum		How much THLB will be impacted with the plan		As a forest, our mill has invested over 100 million dollars in mill upgrades and harvesting practices. It seems the forest industry is continually being asked to adjust our business operations to suit the needs of others.



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							With the MPB mortality, there has been an increase in harvesting (5-6 million cubic meters) and associated areas now accessible by motorised vehicles. The new access plan must be designed to mitigate the negative implications resulting from the mortality, increased harvesting and associated increase in motorised access. This proposal does not mitigate these concerns.		Gates are the only controls that are effective and offer ease of passage to those that require it for industrial purposes. Locked gates are used effectively on Crown Land through out BC and the LRMP should not attempt to prohibit or limit their use		In our opinion, this plan in conjunction with the ever increasing number of constraints on the landbase is severely impacting our ability to manage the forests within this district.
							This plan eliminates the concerns and potential enjoyment of the majority of the general public		The government needs to increase its enforcement to ensure the objectives of the plan are achieved		As a forest company, we support a viable tourism industry in our operating areas and very supportive of ensuring recreational opportunities exist for all public - but this process driven by ILMB is very one sided and does not deal with our concerns not the general public concerns.

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							There is merit in restricting or limiting vehicle access in "sensitive" areas - this should be achieved with education and training and not by aggressive removal of large tracts of land		There is no reference to maintaining and managing for range barriers		The access management plan needs to better reflect the values that are important to the community and the economic benefits that are produced from them

## Appendix 6: Vanderhoof Access Management Plan for Forest Recreation

### Road Length and Density by Road Type in each Recreation Management Unit: September 2007.

Recreation Management Unit	Access Management Designation	Unit Area (Hectares)	Unit Area (Km <sup>2</sup> )	Road Length (Km)				Road Density (Km/Km <sup>2</sup> )			
				FSR	Other (i.e.non status)	Road Permit	Total	FSR	Other (i.e.non status)	Road Permit	Total
Boomerang Lake	FNR	6,379	63.79	2.717	0.000	4.297	7.014	0.0426	0.0000	0.0674	0.1100
Devils Thumb	FNR	7,679	76.79	5.869	1.580		7.449	0.0764	0.0206		0.0970
Euchiniko	FNR	2,270	22.70		1.718	6.455	8.174		0.0757	0.2844	0.3601
Fawnie	FNR	10,256	102.56	22.101	21.631	28.726	72.459	0.2155	0.2109	0.2801	0.7065
Grizzly Valley	FNR	483	4.83								
Home Lake	FNR	4,041	40.41	1.041	2.107	1.926	5.075	0.0258	0.0521	0.0477	0.1256
Nulki Uplands	FNR	2,530	25.30								
	<b>TOTAL</b>	<b>33,636</b>	<b>336.36</b>				<b>100.169</b>				<b>1.3992</b>
Cabin Lake	SPNM	1,393	13.93		12.810	16.559	29.369		0.9195	1.1886	2.1080
Cheddukuz Lakes	SPNM	1,042	10.42			1.193	1.193			0.1146	0.1146
Chief Gray Lake	SPNM	965	9.65								
Davidson Creek	SPNM	13,326	133.26	10.015	24.656	86.502	121.174	0.0752	0.1850	0.6491	0.9093
Fawnie North	SPNM	1,949	19.49		3.682	28.841	32.523		0.1889	1.4799	1.6688
Francois South	SPNM	743	7.43		2.156	14.354	16.510		0.2900	1.9310	2.2210
Island Lake	SPNM	1,020	10.20		5.302	7.075	12.377		0.5197	0.6936	1.2133
Kuyakuz Mtn.	SPNM	9,874	98.74	4.856	9.980	14.599	29.434	0.0492	0.1011	0.1479	0.2981
Messue	SPNM	10,339	103.39	8.129	6.442	36.519	51.091	0.0786	0.0623	0.3532	0.4942
Moose Lake	SPNM	13,283	132.83	26.420	28.734	41.349	96.503	0.1989	0.2163	0.3113	0.7265
Mt. Davidson	SPNM	2,663	26.63		3.108		3.108		0.1167		0.1167
Mt. Greer Backcountry	SPNM	1,264	12.64		0.575		0.575		0.0455		0.0455
Mt. Hobson	SPNM	2,519	25.19		0.454	2.485	2.939		0.0180	0.0986	0.1166
Natalkuz Point	SPNM	1,619	16.19								
Nulki Hills	SPNM	5,156	51.56		0.386	1.575	1.960		0.0075	0.0305	0.0380
Ormond Creek Backcountry	SPNM	11,008	110.08		0.881		0.881		0.0080		0.0080
Peta Mtn.	SPNM	3,873	38.73								
Sutherland South	SPNM	1,882	18.82								
Upper Sutherland	SPNM	2,500	25.00	3.160		1.205	4.365	0.1264		0.0482	0.1746
	<b>TOTAL</b>	<b>86,419</b>	<b>864.19</b>				<b>404.004</b>				<b>10.2533</b>
Anzus and Borel Lakes	SPM	1,069	10.69		3.976	4.437	8.413		0.3720	0.4152	0.7873
Big Bend Arm	SPM	3,887	38.87		13.394	28.315	41.709		0.3446	0.7285	1.0731
Cheddukuz	SPM	32,126	321.26	2.631	47.324	139.328	189.283	0.0082	0.1473	0.4337	0.5892
Crystal Lake	SPM	19,489	194.89	5.805	46.865	31.081	83.751	0.0298	0.2405	0.1595	0.4297
Cutoff Creek	SPM	4,622	46.22		5.118	16.143	21.260		0.1107	0.3492	0.4600

Recreation Management Unit	Access Management Designation	Unit Area (Hectares)	Unit Area (Km <sup>2</sup> )	Road Length (Km)				Road Density (Km/Km <sup>2</sup> )			
				FSR	Other (i.e.non status)	Road Permit	Total	FSR	Other (i.e.non status)	Road Permit	Total
Finger - Tatuk	SPM	20,312	203.12	23.561	125.774	133.531	282.866	0.2030	1.1473	1.0510	1.3926
Finger North	SPM	3,321	33.21	17.664		20.297	37.960	0.8945	1.2306	1.2225	1.1432
Hobson Lake	SPM	577	5.77	2.721	2.103		4.825	0.4713	0.3643		0.8356
Holy Cross	SPM	15,792	157.92	17.539	35.424	116.585	169.548	0.1111	0.2243	0.7383	1.0737
Kenney Dam	SPM	1,019	10.19	8.617	6.949	1.288	16.855	0.8459	0.6822	0.1265	1.6545
Knewstubb Point	SPM	2,738	27.38		1.317	18.182	19.499		0.0481	0.6641	0.7122
Lavoie Lake	SPM	4,404	44.04	4.567	16.853	23.515	44.935	0.1037	0.3827	0.5339	1.0203
Lucas Lake	SPM	4,185	41.85	7.898	14.211	10.847	32.956	0.1887	0.3396	0.2592	0.7875
Middle Sutherland	SPM	3,487	34.87	2.978	0.747	17.333	21.058	0.0854	0.0214	0.4971	0.6039
Mt. Greer	SPM	2,151	21.51	0.110	10.162	9.136	19.408	0.0051	0.4725	0.4248	0.9024
Nechako River	SPM	3,177	31.77	5.837	24.159	2.383	32.379	0.1837	0.7604	0.0750	1.0191
Nulki Secord	SPM	10,260	102.60		25.089	16.235	41.323		0.2445	0.1582	0.4028
Oona Ormond	SPM	8,670	86.70	20.708	38.569	4.638	63.916	0.2388	0.4448	0.0535	0.7372
Ormond Creek	SPM	1,663	16.63		4.568	3.301	7.869		0.2747	0.1985	0.4732
Savoury Ridge	SPM	2,995	29.95		6.413	0.635	7.048		0.2141	0.0212	0.2353
Sinkut Mtn.	SPM	3,199	31.99		6.811		6.811		0.2129		0.2129
Tatelkuz Lake	SPM	10,157	101.57	47.469	7.476	38.627	93.572	0.6023	0.0778	0.4136	0.9213
Three Small Lakes	SPM	490	4.90		1.675	1.552	3.227		0.3419	0.3168	0.6587
Top Lake	SPM	1,397	13.97	6.846	0.008	5.607	12.460	0.4902	0.0006	0.4015	0.8922
Tsayakwacha Lake	SPM	4,266	42.66	3.252	11.259	1.146	15.657	0.0762	0.2639	0.0269	0.3670
Upper Blackwater	SPM	31,373	313.73	5.698	32.495	93.207	131.400	0.2671	0.1742	0.8148	0.4188
	<b>TOTAL</b>	<b>196,824</b>	<b>1,968.24</b>				<b>1,409.990</b>				<b>19.8037</b>
	<b>GRAND TOTAL</b>	<b>316,879.78</b>	<b>3,168.80</b>				<b>1,914.16</b>				<b>31.46</b>

**Appendix 7: Recreation Values of Opportunities, Experiences and Settings provided in the Recreation Management Areas of the Vanderhoof Access Management Plan for Forest Recreation**

<p><b>ACCESS MANAGEMENT DESIGNATION</b></p> <p><b>Non Road Accessible Recreation: Semi Primitive Non Motorised Functionally Non roaded (FNR)</b></p>	<p><b>These areas are primarily un roaded, difficult to access and identified for backcountry recreational opportunities and experiences. With very little evidence of other recreational users, there is very high opportunity to experience solitude, closeness to nature, be challenged and self reliant in the backcountry wilderness. Traditional access is only gained through air, water, rail, horse, or hiking. The important attributes of this recreation experience include inaccessibility, isolation from visual and auditory impacts from road related use and high quality environmental settings.</b></p> <p><b>These areas are identified for a low impact recreational experience (i.e. hiking), with no 2WD, 4x4, or ATV/ORV use for recreational purposes from April 1<sup>st</sup> to November 30<sup>th</sup>. The overall access management goal in these areas is to ensure that future road development is temporary in nature and inactive or inaccessible during this identified timeframe.</b></p>
<p><b>Recreation Management Areas</b></p>	
<p><b>Boomerang Lake</b></p>	<p>This area provides numerous hiking trails to high quality angling lakes within reasonable driving distance from the communities. The LRMP emphasis is to manage for the recreation fisheries and wildlife values. This area's existing recreation use patterns are suitable for a continued low intensity, backcountry wilderness recreation..</p>
<p><b>Devil's Thumb</b></p>	<p>Devil's Lake is a self-contained wild stock fishery, with important and recognised grizzly habitat in the tributaries of Lucas Lake. This area has limited to no access and offers high opportunity to experience remote backcountry wilderness. The variety of forest values found in this area provides excellent opportunities for high quality angling, hiking, camping, and wildlife viewing.</p>
<p><b>Euchiniko</b></p>	<p>Euchiniko Sidehills are a 14 km stretch of unique park like, steep, south facing grassy slopes. The area offers rich and diverse wildlife habitat with important archaeological and cultural heritage values (catalogued village sites, historic battle sites, obsidian sources). The LRMP recommends that this area be officially designated as a "sensitive site". Current recreation patterns are horseback touring, hiking, wildlife viewing and hunting. This areas value and existing recreation use patterns promotes continued non motorized, low intensity recreation to reduce the amount of human disturbance on the wildlife and sensitive ecosystem.</p>
<p><b>Fawnie</b></p>	<p>This area is to be managed to protect the ecological integrity of the naturally occurring "Forest Ecosystem Networks" or corridors, with a focus on grizzly bear and caribou habitat. The LRMP emphasizes the management of wildlife populations (grizzly bear, caribou and moose habitat) and need to maintain backcountry and wilderness recreation opportunities. Access management techniques should be utilized to control mechanized access to prevent displacement of caribou from their critical habitat. This areas value as an intact and uroaded ecosystem, combined with the existing recreation use patterns, is complimentary to the continued management for non motorized, low intensity recreational use to reduce the amount of human disturbance on the wildlife and sensitive ecosystem.</p>
<p><b>Grizzly Valley</b></p>	<p>This unique ecosystem in the district is consistent with its name, as it is a key area for grizzly bear and grizzly bear habitat. Wildlife viewing, hiking and horseback riding through the grassland complexes are popular activities. The access management for recreation goal is to manage the impact of human disturbance on the ecosystems flora and fauna.</p>
<p><b>Home Lake</b></p>	<p>There is a well established, multi-use recreation trail that accesses a rustic cabin on a high quality angling lake. This area also supports numerous hiking trails to various other high quality angling lakes within reasonable driving distance from the communities. The LRMP emphasis is to manage for the recreation fisheries and wildlife values. This area's other forest values and its existing recreation use patterns are suitable for a continued low intensity recreation area. The traditional means of accessing Home Lake is maintained.</p>
<p><b>Nulki Uplands</b></p>	<p>This area is to be managed with an emphasis on maintaining the integrity of the high elevation wetlands by protecting the grasslands from degradation due to intensive recreational activities. This unique area of open grassy meadows and bogs, with long fingers of sedge meadows meandering between glacial till eskers provides many unique opportunities for day hiking, photography, picnicking and wildlife viewing. This areas environmental value and existing recreation use patterns supports the continued management for non motorized, low intensity recreation use in order to reduce the impact of human disturbance on wildlife and the sensitive ecosystem.</p>
<p><b>ACCESS MANAGEMENT DESIGNATION</b></p> <p><b>Non Road Accessible Recreation: Semi Primitive Non Motorised (SPNM)</b></p>	<p><b>These recreation areas provide for a more remote wilderness experience in a high quality, natural environment setting for low impact recreational users. High level of opportunity exists to experience solitude and closeness to nature in a challenging and self reliant way. There is currently very limited opportunity for interaction with other groups that would most likely be in small party sizes.</b></p> <p><b>Many of these areas have been effectively and successfully managed for non motorized recreation over the last 10 years. There is to be no 2WD, 4x4, or ATV/ORV use for recreation purposed from April 1<sup>st</sup> to Nomvember 30<sup>th</sup>. The overall access management goal for these areas is to ensure that future road development consider the impact to the recreational experience and settings provided through the management of road density.</b></p>
<p><b>Recreation Management Areas</b></p>	
<p><b>Cabin Lake</b></p>	<p>This area is known for its high quality rainbow trout fishery that provides excellent angling opportunities that is close to local communities. Other recreational activities in the area include wildlife viewing, hiking, camping, archaeological and cultural appreciation.</p>
<p><b>Chedakuz Lakes</b></p>	<p>This area supports a high quality, wild stock rainbow trout fishery. Other recreational uses in the area include angling, camping, and photography.</p>
<p><b>Chief Gray Lake</b></p>	<p>A "hike-in" only lake, this area is very popular with the local communities for a high quality fishing experience in a wilderness setting. This area has had a non motorized recreation use pattern is in existence for many years.</p>
<p><b>Davidson Creek</b></p>	<p>This area is very popular with local horseback riding clubs and non motorised hunting. Alternate opportunities to access historic and culturally significant trails including the Messue Wagon Road, Messue Horse Trail/ Kluskus Bypass are provided. Other recreational activities supported in this area include hiking, camping, interpretive cultural heritage experiences, horseback outfitting tours and eco tourism. The LRMP guidance for this area is to integrate the management of wildlife, recreational and First Nation interest and values through appropriate access management.</p>
<p><b>Fawnie North</b></p>	<p>A unique recreational opportunity for exceptional wilderness and back country experience is provided, as this area is adjacent to the Entiako Park and offers access to alpine flora and fauna. The goal from the LRMP is to manage the impacts from recreational use on the caribou herd and grizzly bear found in and around this area, by limiting access opportunities to important grizzly habitat and early winter caribou habitat.</p>

<b>Francois South</b>	Adjacent to Francois South Provincial Park, this area offers several recreational opportunities for sightseeing, wildlife viewing, hiking, hunting and photography in a locally unique environmental setting of a dry and open forest.
<b>Island Lake</b>	A high quality "hike in" angling lake that is within reasonable driving distance from the local communities. Other recreational uses include hiking, camping, and swimming opportunities. The LRMP recommendation for non motorized recreation use is maintained.
<b>Kuyakuz Mtn</b>	The LRMP has identified this area for integrated management of wildlife (grizzly bear), recreational intensity and First Nation cultural heritage values. The area is suitable for various recreation activities including, hiking, wildlife viewing, horseback riding and photography. The Ministry of Forests and Range maintains a fire lookout in the area.
<b>Messue</b>	Area's predominant recreation uses are for ecotourism, wildlife viewing, hiking, camping, cultural heritage experiences, guided horseback outfitting tours and public hunting using horses. Alternate opportunities to access historic and culturally significant trails including the Messue Wagon Road, Messue Horse Trail/ Kluskus Bypass are provided. Area is rich in cultural heritage features and interpretive opportunity. LRMP guidance is to integrate the management of wildlife, recreational and First Nation interest values through appropriate access management.
<b>Moose Lake</b>	This area contains some the highest elevation forests in the Vanderhoof Forest District and offers high quality fisheries lakes in a wilderness setting that can be accessed through backcountry recreation means. The surrounding lakes in the area are required to be managed for sustainable fisheries populations. Management of impacts from recreational use to the caribou herd and grizzly bear found in and around this area, by limiting access to vulnerable habitat, is important. The adjacency to Entiako Provincial Park, offers a unique recreational opportunity for exceptional wilderness and backcountry experiences.
<b>Mt Davidson</b>	This area integrates the management of wildlife, recreational and First Nation interest values through appropriate access management. The opportunity to drive to higher elevation destination for hiking and non-motorised adventures in a sub-alpine environment is offered.
<b>Mt Greer Backcountry</b>	As one of the higher mountains in the area, this area is used by recreationists seeking adventure in a moderate backcountry surrounding for day hiking, picnicking, sightseeing and wildlife viewing. This is a "park and walk" opportunity that is accessible by road and within reasonable driving distance from the surrounding communities.
<b>Mt Hobson</b>	This area provides the same opportunities as Mt. Greer and has traditionally been used by recreationists seeking the opportunity for day hiking, picnicking, sightseeing and wildlife viewing. Accessible by road and with reasonable driving distance from surrounding communities.
<b>Natalkuz Point</b>	This area offers the certainty of a wilderness setting and opportunity for non motorised recreationalists to access the shoreline of Knewstubb Lake through backcountry methods (i.e hiking). Other activities in and around the lake include camping, boating, wildlife viewing, picnicking, photography, hiking. This area is currently unroaded.
<b>Nulki Hills</b>	Currently, this area is unroaded and surrounds the unique Nulki Uplands Ecosystem. Area is used for day hiking, photography, picnicking and wildlife viewing. The LRMP's goal is to manage the integrity and environmental value of the high elevation wetlands by limiting motorized access into the grasslands.
<b>Oromond Ck Backcountry</b>	This area is currently un roaded and used extensively for horseback riding and hiking adventures. Other recreational opportunities offered include angling, photography, sightseeing, wildlife viewing, and photography.
<b>Peta Mtn</b>	This area is currently unroaded and is another popular spot for horseback riding and hiking. Other recreational opportunities supported in the area include angling, photography, sightseeing and wildlife viewing.
<b>Sutherland South</b>	Currently inaccessible by road and adjacent to Sutherland Provincial Park, this area offers a variety of wilderness and back country recreation opportunities in diverse ecosystems of varied topography. Recreation activities include hiking, horseback riding, eco tourism and wildlife viewing.
<b>Upper Sutherland</b>	This area has a LRMP Special Management Zone emphasis for wildlife, fisheries and scenic values. Access Management goals are to minimise the intensity of the existing recreational use of hunting, angling and ecotourism on the fish and wildlife values in the area.
<b>ACCESS MANAGEMENT DESIGNATION</b> <b>Motorised Road Accessible: Semi-primitive motorised recreation (SPM)</b>	<b>Areas provided in this recreation setting are for motorized use and will have apparent evidence of this type of activity. Many of these areas have well established access to several hiking trails and maintained camping sites. Recreation activities are year round and typically more family oriented. While there is high to moderate opportunity to experience periods of solitude and closeness to nature, there could be moderate interactions with other people, in a range of party sizes.</b> <b>The continued access management goal for these areas is to maintain the existing recreation opportunities and setting provided by ensuring there is enough "nature" to meet the desired recreational experience through the management of current and future road density.</b>
<b>Recreation Management Areas</b>	
<b>Anzus Lake</b>	An appealing lake to many recreational enthusiasts that provides camping, picnicking, swimming and angling opportunities that is close to the local communities. This area is popular with ATV users (large and small groups) for camping and day trips into the surrounding area.
<b>Big Bend Arm</b>	This area offers access to shoreline recreational opportunities in a lakeshore setting on the largest lake/reservoir in the district. Knewstubb Lake provides key lakeshore recreation in a natural setting within a reasonable driving distance of communities. Activities in and around the lake include camping, boating, wildlife viewing, picnicking, photography, hiking.
<b>Borel Lake</b>	This is another popular area with ATV recreationalists that offers camping, motorised day trips, picnicking, swimming and angling opportunities close to the local communities.

<b>Chedakuz</b>	This area supports high ecological biodiversity with significant wildlife habitat (travel corridors) for moose and grizzly bears. There is a probability of having blue listed bird species in addition to the red-listed plant communities in the steep south facing slopes of Tatelkuz Lake and around Chedakuz Creek. Access is to be managed to reduce the impacts of increased road density on wildlife habitat while supporting low intensity motorised use. The area offers a unique opportunity to experience wilderness conditions by means of motorised uses.
<b>Crystal Lake</b>	This area offers opportunity to access ( via motorised means) numerous trails and high quality angling lakes within reasonable driving distance from the communities. The LRMP guidance emphasises the management for the recreation fisheries and wildlife values. The existing ATV traffic accessing the southern shore of Home Lake is maintained, as it is a popular day trip and camping spot for this user group..
<b>Cutoff Creek</b>	This area provides a diversity of interesting lakes, ponds, and wetland complexes that is used for hiking, picnicking, wildlife viewing, angling and hunting.
<b>Finger North</b>	This area has well established campsites and trails to enhance the experience for the motorised recreational users. This area is popular for day trips, hiking, picnicking, wildlife viewing, angling and hunting .
<b>Hobson Lake</b>	Traditionally used by all types of motorised recreationalists, this area offers high quality angling lake, swimming, camping and picnicking that is within reasonable driving distance from the communities.
<b>Holy Cross</b>	The high wildlife values in combination with the quality angling opportunities in the area provides ample opportunities for wildlife viewing, hiking, camping and , archaeological/cultural appreciation. Some local horseback touring occurs in the area and Bentzi-Targe Lakes area offers rock climbing opportunities.
<b>Kenney Dam</b>	This area offers access to lakefront and shoreline recreational settings on the largest lake/reservoir in the district. Knewstubb Lake provides key lakeshore recreation in a natural setting within a reasonable driving distance from communities. Activities in and around the lake include camping, boating, wildlife viewing, picnicking, photography, hiking.
<b>Knewstubb Point</b>	Much the same as Kenney Dam, this area also provides access to lakefront and shoreline recreational settings on the largest lake/reservoir in the district. Knewstubb Lake is a key recreational resource within the Vanderhoof Forest District. Activities in and around the lake include camping, boating, wildlife viewing, picnicking, photography and hiking.
<b>Lavoie Lake</b>	The existing road network provides “easy” access for family orientated recreational, camping, swimming, angling and ATV activities. ATV supported hunting is prohibited by the Ministry of Environment in the southern half of MU 5-13 during the fall.
<b>Lucas Lake</b>	The limited number of roads leading to this high value fishery lake with unique geology, provides an opportunity to experience pristine wilderness conditions for 4x4 and ATV recreationalists.
<b>Middle Sutherland</b>	This area is a Special Management Zone in the LRMP with management emphasis on wildlife, fisheries and recreational scenic values. The goal is to manage access to minimize the human impacts on fish and wildlife, while ensuring that the existing motorised recreational activities of hunting, angling, hiking and eco tourism is maintained. This area offers a unique back country experience for motorised recreation user groups.
<b>Mt Greer</b>	As one of the higher mountains in the area, this area is used for day hiking, picnicking, photography, sightseeing and wildlife watching.
<b>Nechako River</b>	This area provides access to the Nechako River to experience a variety of water-based opportunities including angling, wildlife viewing of the local flock of Trumpeter Swans, canoeing, river rafting on grade 1-2+ rapids, float trips, jet boating, cultural appreciation and archaeological sites.
<b>Nulki – Secord Lake</b>	This area supports high quality angling lakes within reasonable driving distance from the local communities. The area is extensively used by ATV’s to access Duten and Gluten Lakes.
<b>Oona-Oromond</b>	<p>This area has recognized archaeological, historic and cultural heritage values and recreational access is to be managed to minimize impact to these values.</p> <p>This area is a unique ecosystem with forested hillsides rising steeply from the lakeshores. Rock cliffs flank the range of hills on the west side of Ormond Oona Lake. Rock outcrops and groves of aspen and birch are frequently found on the steep terrain around both lakes and support excellent ungulate habitat. There are impressive stands of Douglas fir above the Ormond Creek hiking trail on the west side of the lake. Two smaller pond sized lakes are within hiking distance while Echo Lake has a road accessed Forest Recreation Site and supports a healthy population of trout. A First Nations trail runs along the north side of Echo to Ormond.</p> <p>A key feature of the area is a popular 13 km hiking trail and mountain bike trail. The most heavily used section is along the scenic canyon of Ormond Creek follow the original aboriginal trail and has towering rock walls, waterfalls, potholes, pinnacles, and rock viewpoints.</p> <p>The Forest Recreation Sites and boat launches on Ormond and Oona Lake are popular with local recreationists as these deep lakes support trout, char and whitefish. Two small trails or water accessed campsites at the south end of the lake are well situated for overnight hikers. The Ormond Oona provides opportunities for canoeing, horseback riding, cross country skiing, cultural heritage interpretation, wildlife and scenery viewing, photography, snowmobiling, hunting, dog sledding and a potential for rock climbing.</p>
<b>Oromond Ck</b>	This area offers limited motorised access and supports activities such as horseback riding and “hike in” angling, photography, sightseeing, wildlife viewing, and photography.
<b>Savoury Ridge</b>	This area has a very unique ecosystem of Aspen stands intermixed with Douglas Fir and Lodgepole pine forest that supports critical winter range habitat for mule deer. The LRMP guidance is to minimize recreation access to the critical wildlife habitat areas for grizzly bear and ungulates on Savoury Ridge. This area is extensively used by ATV recreationalists for hunting, hiking and wildlife viewing.
<b>Tatelkuz Lake</b>	This area is popular with recreationalists would want to engage in motorised “touring” to experience wildlife viewing, landscape appreciation and historic interpretation. Other recreation activities in this area include hiking, photography, angling and hunting.
<b>Three Small Lakes</b>	This area includes Vivian and Prouts and is a unique combination of lakes, ponds and wetland complexes. Hiking, picnicking, wildlife viewing, angling and hunting are popular activities.
<b>Top Lake</b>	This area offers motorised access to the lake with an established recreation site for angling, swimming, camping and wildlife viewing.
<b>Upper Blackwater</b>	This area is a Special Management Zone in the LRMP with emphasis on planning that recognizes the opportunities provided by the diverse vegetation and wildlife. The Blackwater River offers world class trout fishing and is popular with white water kayakers and canoeists. The unique Douglas Fir forest supports a bunch grass ecosystem that provides amazing opportunities for hiking, wildlife viewing and hunting, . The Nuxalk Carrier Grease Trail (Alexander Mackenzie Heritage Trail) is a unique feature within this area, but is not managed under this access management plan. This area is highly used by large groups of 4x4 and ATV clubs on a regular basis. Due to the unique experiences of remoteness offered in this area, it is important that future road development retains the primitive state of motorised access to ensure a high quality motorised recreational experience.

## Appendix 8: Contact Information



### LRMP Access Management Plan- Contact information

<p><b>Integrated Land Management Bureau</b>          Client Services Division - Planning          Scotia Bank Building          200 – 1488 4<sup>th</sup> Avenue          Prince George BC V2L 4Y2          Tel: FrontCounter BC: 250.565.6779          Fax: 250.565.6666</p>	<p><b>Ministry of Forests and Range</b>          1522 Highway 16          Box 190          Vanderhoof BC V0J 3A0.          Tel: 250.567.6363          Fax:250.567.6370</p>
<p><b>Ministry of Tourism, Sport and the Arts</b>          1522 Highway 16          Box 190          Vanderhoof BC V0J 3A0.          Tel: 250.567.6416          Fax:250.567.6370</p>	<p><b>BC Timber Sales (BCTS)          Stuart Nechako Business Area</b>          1522 Highway 16          Box 190          Vanderhoof BC V0J 3A0          Tel:250.567.6355          Fax: 250.567.6370</p>
<p><b>Canadian Forest Products Ltd.</b>          Vanderhoof Division          RR #2          Vanderhoof BC V0J 3A0          Tel: 250.567.4725          Fax:250.567.3911</p>	<p><b>L &amp; M Lumber Ltd.</b>          Box 100          Vanderhoof BC V0J 3A0          Tel: 250.567.4701          Fax: 250.567.2424</p>
<p><b>Lakeland Mills Ltd.</b>          1385 River Rd.          Prince George BC, V2L 5S8          Tel: 250-564-6810          Fax: 250-562-0914</p>	<p><b>West Fraser Timber Co. Ltd.          Fraser Lake Sawmills</b>          P.O. Box 100          Fraser Lake, BC V0J 1J0          Tel: (250) 699-6235          Fax: (250) 699-8821</p>
<p><b>Vanderhoof LRMP Website and Feedback Link:</b>  <a href="http://ilmbwww.gov.bc.ca/lup/lrmp/northern/vanderhf/index.html">http://ilmbwww.gov.bc.ca/lup/lrmp/northern/vanderhf/index.html</a></p>	