



**Access Management Plan
for the Quill Creek
Timber Harvest Plan
(QC20 Roads)**



1.0 Introduction:

On March 10, 2020 the Yukon Government submitted a draft version of the Quill Creek Timber Harvest Plan to the Yukon Environmental Assessment (YESAB) Executive Committee (project number 2020-0051). The purpose of submitting the draft plan to YESAB was to allow stakeholders to comment on the entire project. On September 10, 2021, a Final Screening Report was published which includes thirty recommended mitigation and five monitoring protocols. These mitigations and protocols have been incorporated into the final Quill Creek Timber Harvest Plan. The decision body for this project is the Government of Yukon, Executive Council, and Major Projects Yukon Branch. The decision body accepted the recommendations and subsequently issued the decision document on November 4, 2021. Mitigation 1 of the final screening report states that:

The Proponent shall develop an **Access Management Plan (AMP)** with the Champagne and Aishihik First Nations (CAFN) and the Asek Renewable Resource Council (ARRC) and provide opportunity for local stakeholders' and public input into a draft plan.

The project proposal provides information on access management that has a high degree of uncertainty with regards to the suggested locations of proposed roads, the scheduling of road construction, harvesting of blocks, and road decommissioning. The Executive Council (EC) has recommended valued environmental and socio-economic components (VESEC)-specific mitigations to address significant determinations within those specific sections. The Proponent's development of an AMP will ensure an avenue for participation by CAFN, the ARRC, and input from local stakeholders in the planning and information exchange related to the above (i.e., location, scheduling, harvesting, and decommissioning).

This AMP will provide guidance on the development, management, control, and decommissioning of access roads in the project area, beyond and in conjunction with the recommended mitigations. The effectiveness of the AMP and access-related recommended mitigations will be monitored and adapted in order to provide greater certainty that potential effects from access will be reduced, eliminated and/or controlled.

The plan shall, at a minimum, include the following:

- a) **A description of all proposed access, including:**
 - new access and classifications of roads,
 - upgrades and associated changes to road classifications, and
 - overview maps.
- b) **A notification system:** The Proponent shall create a notification system to update CAFN, the ARRC, local stakeholders, and operators, as per Mitigations 10 through 13, on the following, prior to any authorization of the proposed activity, use or construction including:
 - site permitting,
 - anticipated new road, CPAs, and landings' locations,
 - the construction and use of roads, CPAs, and landings, and
 - road restrictions and decommissioning.
- c) **Community/stakeholder input:** The Proponent shall provide multiple user-friendly, accessible mechanisms (i.e., online, in person, by phone) for feedback, issue identification, and to provide information on more opportunities for additional input. This input gathered will help inform decisions on timing and road decommissioning, and is not intended to be consultation on planning.
- d) **Access control:** Controlling access to new and existing roads within the project area is key to controlling and reducing adverse effects to forests and wildlife. The AMP shall discuss the use of additional access control measures in conjunction with those noted in Mitigation 10, which involves the installation of gates.
- e) **Access development and density thresholds:** The Proponent shall provide and maintain a current road density within the planning area. This figure shall be provided to CAFN and the ARRC along with proposed new operating units and site plans. As areas open for harvesting activities, new roads are built, and old roads are decommissioned. The information we provide will support the parties' review and facilitate decision-making prior to site preparations and/or road construction activities. The AMP shall provide methods for discussion and revision of proposed access development, as agreed by all parties.

- f) **Road decommissioning:** Road decommissioning is critical to reducing a suite of potential impacts, including increased risk of forest fires, habitat fragmentation and associated wildlife impacts. The Proponent shall create scheduling, sequencing, and methods/standards of anticipated road decommissioning and rehabilitation after harvest applications are received. The Proponent shall provide an opportunity for discussion and revisions, as agreed upon by all parties.
- g) **Wildlife:** The AMP will communicate the following information: a description of wildlife habitat and key habitat areas, maps of access development and decommissioning activities, and scheduling of activities to accommodate wildlife where appropriate.
- h) **Monitoring:** The Proponent shall convey the monitoring results to both CAFN and the ARRC and will ensure that these parties are invited to meet and discuss on-going results. This data will inform ongoing decisions around access management measures.

2.0 Access Management Plan Procedure & Protocols

This Access Management Plan will be a dynamic and evolving document that will include new roads as forestry licence applications are received. Due to the unpredictable number and schedule of harvest licence applications for the Quill Creek Timber Harvest Plan (THP), an AMP for all proposed roads is not included. Not all proposed new roads included in the Quill Creek Timber Harvest Plan will necessarily be constructed, but many of them will. Due to the uncertain schedule of licence applications, AMPs will be completed as needed, which will provide certainty of road locations, construction timelines, harvesting schedules, and road decommissioning plans. Roads will be developed using a phased approach and where possible roads within the THP will not be developed or active at the same time. The development approach will be adaptive and involve discussion with CAFN and the ARRC.

Triggers for the development of an Access Management Plan:

- Timber harvest applications to the Forest Management Branch that require the development of a new forest resources road.

- Timber harvest applications to the Forest Management Branch that require upgrades to existing forest resources roads.
- Timber harvest applications to the Forest Management Branch that require upgrades to existing public access.

2.1 Notification System

When Forest Management Branch (FMB) receives a permit application for the Quill Creek THP and road construction is required to access a harvest area, FMB and the applicant must develop an AMP. An AMP will be developed within 2-weeks of the receipt of an application, however, under certain circumstances an additional 2-weeks may be required for AMP development. The AMP will include the details listed above in the Access Management Plan details section.

CAFN, ARRC, and local stakeholders will be notified of the new AMP development. CAFN and the ARRC will be notified by direct email. FMB holds monthly operational meetings with CAFN, which provides FMB with an opportunity to discuss proposed road development. FMB attends ARRC meetings frequently when there is relevant forestry news to report on and when new AMPs are developed in order to receive feedback from the ARRC.

Local stakeholders and community members can be made aware of new AMPs on the yukon.ca website, specifically on the 'Review forestry harvest licence applications' webpage. AMPs will be physically posted at the Haines Junction CMI office and the Whitehorse FMB office.

CAFN will make copies of AMPs available via social media and physical copies will be made available by CAFN upon request. The ARRC will also distribute AMPs for the notification period through physical or online mechanisms.

Any interested stakeholders will be have a 14-day period to provide representation on the proposed new road(s), and in certain circumstances, notification periods may be extended for a total of 30-days.

Representation can be received in person at the Haines Junction CMI office or Whitehorse FMB office. Additionally, we can receive representation via phone to the Haines Junction Area Foresters, by letter, or by email. Representations will be considered for the development and decommissioning of all new roads. Representation may also be provided to CAFN via social media outlets or other mechanisms, and will be forwarded to the Haines Junction Area Foresters for consideration. The input will provide an avenue for ongoing feedback.

2.2 Notification on Public Roads

Existing access is comprised of public roads classified as unmaintained highways and forest resources roads. Forest resources roads however, are not public roads and are managed by the Forest Management Branch who have the authority to control access using gates or other measures.

All existing public roads are managed under the authority of the Department of Highways and Public Works (HPW). Unlike forest resources roads, the Forest Management Branch does not have the authority to manage public access or conduct decommissioning on these roads.

Before any upgrade or maintenance work can begin, a 'Performance of work within highway right-of-way' permit from HPW is required. These permits are used if work is being completed within a highway right of way or on a Yukon roadway and are used for things like: brushwork, installation of infrastructure, road surface work, earthwork beside the roadway, road maintenance, or other roadside activity.

Public road upgrades will be included in access management plans to provide the CAFN, ARRC, and public stakeholders with a notification of upgrade however, the Forest Management Branch does not have jurisdiction over any public access roads.

2.3 Road Monitoring Protocol

Road monitoring is the responsibility of Compliance, Monitoring and Inspections (CMI) and Forest Management Branch area foresters.

During road construction, foresters will conduct site visits to ensure that operations are in accordance with permits and the AMP. During road construction Natural Resource Officers will ensure that the work is in compliance with permit terms and conditions.

Over the course of a road's lifetime, CMI will conduct regular permit inspections in addition to FMB's regular road inspections. All road observations will be made available upon request.

2.4 Wildlife Protocols

- a) Access development will be restricted in critical winter habitat for moose. In areas where access is required (Auriol Branch Road, Quill Creek Road) the number of operators travelling in these areas will be limited and speed limits will be reduced in late winter (February 1 to March 31).
- b) Gaps in snow berms are important features to allow for wildlife escapement particularly in areas where high snow depths are encountered. Snow plowing terms will be included in snow plow contracts as well as in forest resource roads terms and conditions to ensure that periodic gaps in snow berms along any winter roads are established.
- c) Speed limit signs will be posted throughout forest resource roads and areas adjacent to sensitive wildlife areas.

2.5 Wildfire mitigations during road construction

- a) Road construction between April 1 and September 30 will only occur when the fire danger rating is low or moderate and winds are less than 15 km/hour (with a 2-hour fire watch after all equipment is shut off).
- b) Site preparation within the fire season may only occur when the fire danger rating is low.

2.6 Road Closure Definitions

Road closure actions will be determined on a case-by-case basis for each road by the Access Management Plan working group. The actions listed below are options, they are not prescriptive and do not pertain to every road.

Temporary Closure:

Definition: Temporarily prevents the use of a forest resources road. Temporary closures may be seasonal, and may occur when timber resources in an area have not been exhausted but operations are not currently occurring.

Potential Actions:

- Stabilize the road prism and clearing width.
- Leave gate up or temporarily block access to area.

Decommission:

This refers to the permanent closure of a road. Decommissioning activities will be done when a road is no longer in use and will no longer be maintained. Restoration of natural drainage and stabilization the road prism are the baseline activities. This can be done through deactivation or the more extensive rehabilitation.

Deactivation:

This refers to the baseline activities of decommissioning including restoration of natural drainage and stabilizing the road prism.

Potential Actions:

- Stabilize the road prism and clearing width.
- Restore or maintain surface drainage patterns, control subsurface drainage, consistent with natural drainage patterns.
- Minimize the impact of silt or sediment transport and reduce water quality degradation.
- Eliminate or block access to one or all of the following: vehicles, ATVs, UTVs, snow machines and non-motorized users. Direction will come from higher level plans and stakeholder input.

Rehabilitation:

This is a more extensive form of decommissioning that restores ecological function.

Potential Actions: All potential actions used for road decommissioning can be used in rehabilitation in addition to;

- Revegetation of the running surface through the mechanisms of: natural regeneration, scarification, tree planting, or other mechanisms.
- Return the road right of way as close as possible to its original condition.
- Restoration of ecological function.
- De-compacting the soil and rolling back organic debris.
- Monitoring to ensure success of rehabilitation.

2.7 Road Classifications :

FRR Classification Table						
ROAD CLASS	Road Type	Duration	Subgrade/ Running Surface (m)	Road Prism (m)	Clearing Width (m)	Permitted Right of Way (m)
1	Primary Roads (Mainlines)	Long term >10 years	10	20	26	35
2	Secondary Roads (Branch)	Medium term <10 years	8	14	20	30
3	Haul Roads (Spur)	Short term 1-3 years	6	10	16	25
4	Light Haul Roads (Spur)	Short term 1-3 years	4	7	12	15

FRR Classification Table					
ROAD CLASS	Description	Minimum Sight Distance (m)	Max Favorable Grade (%)	Max Adverse Grade (%)	Speed Limit km/h
1	General access in a forest planning area	85	11	6	60
2	Access to and within operating areas	44	15	8	40
3	Access to and within harvest blocks	30	18 / 15 winter	10 / 8 winter	30
4	Not suitable for large logging trucks	30	30 / 20 winter	15	30

3.0 Road Densities:

Table 1

Access Control			
Road Type	Open Roads (km/km ²)	Restricted Roads (km/km ²)	Total (km/km ²)
Haines Highway	0.211	0.000	0.211
Existing Road	0.191	0.106	0.297
Existing Trail	0.120	0.070	0.191
Proposed New	0.001	0.497	0.497
Total Road Density	0.523	0.673	1.196

When all roads are considered, the values are within recommendations once access control measures (i.e., restricted access for most resource roads) and seasonal harvesting restrictions (i.e. winter harvest areas) are accounted for. In terms of road densities (Table 1), the total open road density, including existing and proposed new roads in the planning area, is 0.523 km/km². Of the open roads, 40% of the cumulative road lengths consist of the Haines Highway, which borders the west side of the planning area. The total length of proposed new roads in the plan is approximately equivalent to the length of existing roads and trails in the planning area. All proposed new roads will be gated and many of the new roads will only be accessible during winter months, which will significantly reduce the impact on habitat. Because all new roads will be gated, they will not impact the open road density as outlined in the Integrated Landscape Plan. The open road density is 0.07km/km² for the entire Haines Road North Landscape Unit, which is significantly larger than the area of the Quill Creek Timber Harvest Plan.

4.0 Access Management Plans

This section includes AMPs for roads as they are required. This section is dynamic and will be updated throughout the lifetime of the Timber Harvest Plan.

Road Name	Road Classification/Season	Construction or upgrade timeline	Access Control Mechanism	Decommissioning Plan
NR26	Class 3 all season forest resources road Clearing width (m): 16 Running surface (m): 4-6 Total Length (km): 2.3	Right of Way Clearing – February 2022 to April 2022 during frozen ground conditions. Road Construction – June to August 2022 the road will be built via contract from Forest Management Branch.	Locked Gate	Scarify the area. Reforest with either aspen or spruce. Decommissioning will occur when the timber resources in the area have been exhausted in approximately 5 to 10 years. The uncertain timeline is due to the operators who may be permitted in the area. Small Volume operators will be harvesting in the area and the volume they harvest annually is inconsistent.

Description of Wildlife Habitat:



NR26 is not near or adjacent to any connectivity corridors.

NR26 will be gated, very close to the Haines Highway, and does not traverse through any wildlife key areas. It will likely have minimal to no impacts on wildlife.

Notification Information:

Public Notification Timeline:

January 21, 2022 to February 4, 2022

- Posted on yukon.ca
- Hard copies available at Kluane CMI & Whitehorse CMI

Meetings with CAFN:

- Meeting on November 5, 2021
- Meeting on November 23, 2021
- Meeting on December 7, 2021 w/ ARRC, CAFN, FMB, & HPW
- Meeting on January 5, 2022 w/ FMB, ARRC, & CAFN

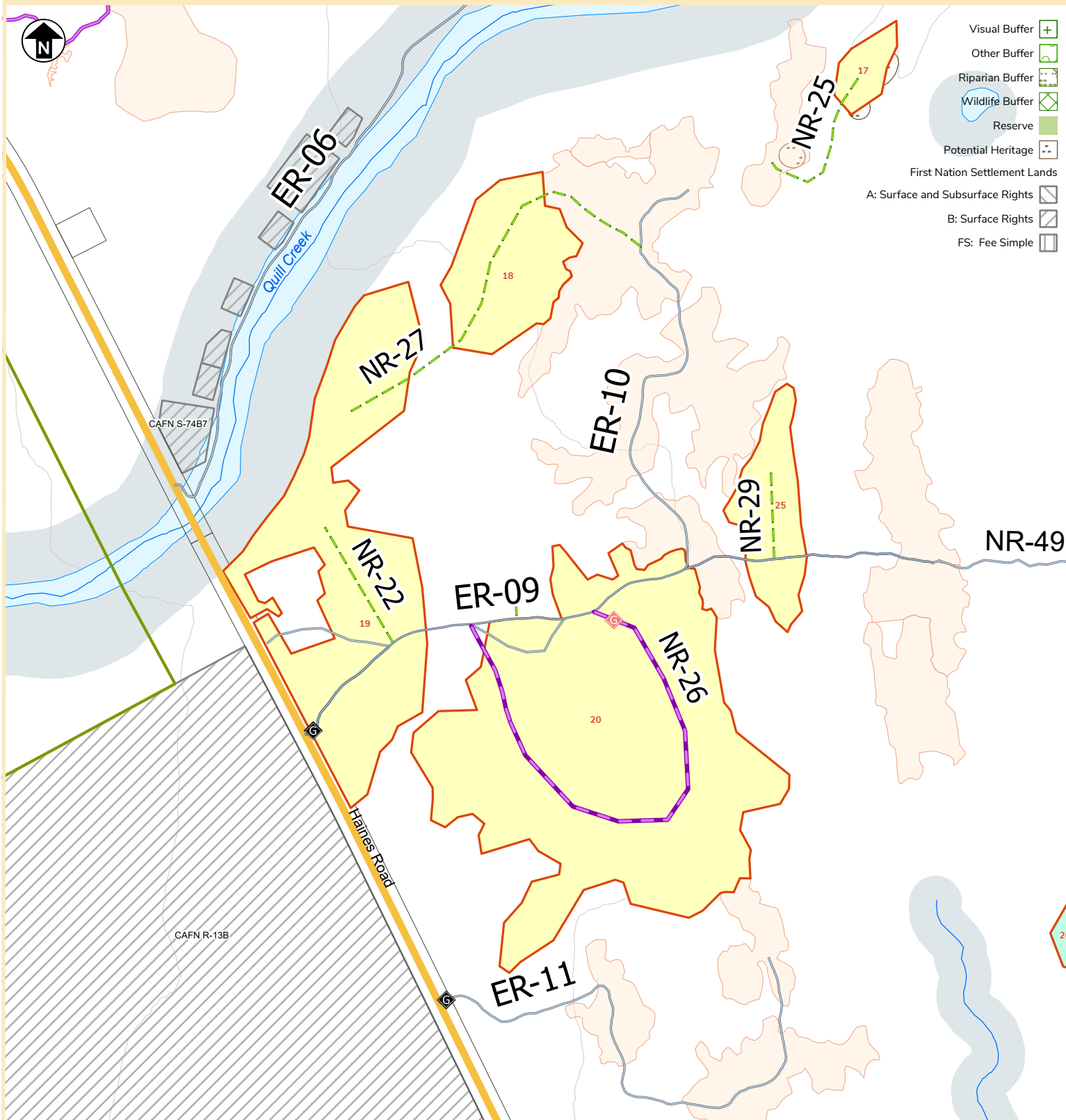
Meetings with the ARRC:

- Meeting on November 18, 2021
- FMB attended AARC meeting on November 22, 2021
- Meeting on December 7, 2021 w/ ARRC, CAFN, FMB, & HPW
- Meeting on January 5, 2022 w/ FMB, ARRC, & CAFN

Notification Considerations:

Any comments received during the notification period will be attached to this Access Management Plan.

Notification of Access Plan

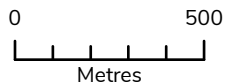


Quill Creek THP

- Proposed Access Notification
- Proposed Roads
- - - Decommissioned
- Public Access/Trails
- Existing Gate
- Proposed Gate
- Dry Ground
- Frozen Ground
- Previously logged areas
- Connectivity Corridors
- THP Boundary



1:20,000
January 25, 2022



FRMP Region: CATT
North American Datum 1983
UTM Zone 8N

