Logan Lake Area Off-Road-Vehicle Trails Plan

Final Report

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Project 36-10

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The effort and time of many went into the planning and implementation of this project. Specific reference is also given to

- Brian Clarke - Logan Lake ATV Club
- Karl Gropp and Gary Derksen - Nicola Valley ATC Club
- Terry Wardop – Land and Environment Coordinator – ATV Quad Riders Association of B.C.
- Don Brown – Manager - Logan Lake Community Forests
- Noelle Kekula – Recreation Sites and Trails BC – Contract Manager

In addition, we want to acknowledge the input provided by stakeholders and interested parties throughout the Logan Lake and Kamloops areas, as well as the Lower Mainland/Vancouver ATV clubs. Only through this broad input and continued collaboration, planning and support will a sustainable OHV trail system in the Logan Lake area be a reality.

Executive Summary

The area in and around the Town of Logan Lake in the Southern Interior of B.C. has significant potential for adventure tourism related activities (Yates, Thorn and Associates, 2002) and there is a specific interest in the development of trail based adventure tourism. In support of this, Recreation Sites and Trails B.C. (RSTBC) with the B.C. Ministry of Forests, Lands and Natural Resource Operations is working with communities throughout the B.C. to develop trail based opportunities to support local tourism development objectives. In support of adventure tourism opportunities associated with Off-Highway Vehicle (OHV) use, RSTBC is working collaboratively with OHV clubs in the development and management of trail systems. The trail planning process outlined in this report is a collaborative effort, led by RSTBC and supported by the District of Logan Lake, the Quad Riders ATV Association of B.C. (ATVBC) and the both the Logan Lake and Nicola Valley ATV Clubs.

Following project initiation, information on the project area was secured, including a wide range of land and resource information and current and potential recreation and tourism use. Full stakeholder engagement was carried out, involving mail, email, phone and individual and group contact and communications (including an open house). Stakeholders engaged through the process included but were not limited to governments (municipal and regional), First Nations, ranchers, trappers, recreation and conservation groups, resort owners, ATV clubs, private land owners, the general public, industrial operators, utility operators, the Logan Lake Community Forest, woodlots, etc. A broad range of input was received that was considered and incorporated into the planning process.

Following the gathering and compilation of information and input, trail planning effort in the field was then carried out. This effort was supported by the Logan Lake and Nicola Valley ATV clubs and was used to either confirm the routes identified by the previously completed OHV Trail Inventory Project (Brown, 2011) or identify alternate routes for the OHV trail system. Optional routes were also identified in some areas, providing future opportunities to relocate the trail route away from permitted roads onto sections of designated trail through either new construction or re-establishment of existing roads not currently passable. In addition, a number of sites (i.e. wet spots or stream crossings) have also been identified on the key trail routes that should be addressed to ensure the sustainability of the trail.

The resulting trails plan represents a staged approach to trail planning, identifying existing routes for OHV trips of varying lengths and identifying future opportunities to both improve the trail locations and facilitate further expanding of the trail system when funding, interest and political will supports.

Over 317 kms of potential trail have been identified across the three project areas around Logan Lake.

Table 1. Summary of Project Area and Proposed Trail Length

Project Area	Approximate Area (ha)	Length of Key Trail (km)	Length of Alternate Routes (km)	Total Length (km)
Face-Paska	13,000 ha	114	14	128
Forge Mountain	14,000 ha	128	16	144
Logan Lake South	8,000 ha	45	0	45
Totals	**35,000**	**287**	**30**	**317**

Implementation of the OHV trails plan needs to consider the following key aspects:

- Address key sites or trail sections where immediate work is required prior to or associated with trail establishment
- Develop and implement a trail signage plan
- Create a trails map to support the marketing of the area as an OHV adventure tourism location
- Expand/establish camping and staging throughout the project area as identified in the plan
- Address the management and maintenance of the trail system (who, when, how) with specific consideration to issues of Mountain Pine Beetle related blowdown throughout the project area in the next 5 years
- Continue to work with the District of Logan Lake on the connectivity of the trails to and within the town
- Consider opportunities to construct or re-establish additional trail sections so as to reduce the length of trail located on permitted roads – contingent on funding, in kind contributions, volunteer time, etc.
- Work to establish designated highway crossings to facilitate interconnectivity of the different trail systems and improve the overall OHV user experience (Motor Vehicle Act changes, collaboration with Ministry of Transportation)

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1 Introduction

The area in and around the Town of Logan Lake in the Southern Interior of B.C. has significant potential for adventure tourism related activities (Yates, Thorn and Associates, 2002) and there is a specific interest in the development of trail based adventure tourism. In support of this, Recreation Sites and Trails B.C. (RSTBC) with the B.C. Ministry of Forests, Lands and Natural Resource Operations is working with communities throughout the Province to develop trail based opportunities to support local tourism development objectives. In support of adventure tourism opportunities associated with Off-Highway Vehicle (OHV) use, RSTBC is working collaboratively with OHV and ATV clubs in the development and management of trail systems.

The trail planning process outlined in this report is a collaborative effort, led by RSTBC and supported by the District of Logan Lake (DLL), the Quad Riders ATV Association of B.C. (ATVBC) and both the Logan Lake and Nicola Valley ATV Clubs.

1.1 Project Objectives

The objective of the project was to identify a sustainable trail system in the Logan Lake region that could be established and would contribute to Logan Lake as an OHV Tourism Destination. The resulting trails plan creates a series of interconnected ATV loop routes around the District of Logan Lake: Face/Paska, Forge Mountain and Logan Lake South (See Section 1.3 Project Area).

The Logan Lake area OHV trails planning process was initiated for a variety of reasons. Two key drivers included

1) In 2011, the closure of a large area east of Tunkwa Lake was implemented in order to protect sensitive grasslands that were being impacted by dispersed camping and OHV use. The OHV trails planning process will identify options for motorized use in the area, and provide a mechanism to support the management of OHV use in the region.
2) The District of Logan Lake is interested in promoting recreation and tourism in the region, with a specific note to trail-based recreation, in order to diversify their economy and realize the related economic benefits for the town (Yates, Thorn and Associates, 2002).

It is the intent of Recreation Sites and Trails B.C. to formally designate the resulting trails system through Sections 56 and 57 of the Forest and Range Practices Act (FRPA). Trail designation through FRPA will provide legislated protection for the trails system and in general, significance and credibility to the trail system. This designation also supports both government and OHV or other clubs in securing funding and contributing to the management of the trails system in the future.

The formal designation of this trails system should not be construed as an effort to focus all use on the designated trails or exclude use across the remaining landbase, but an effort to provide a sustainable, signed and management OHV trails system that can be used by both local and destination OHV operators.

The trails planning process and the resulting trails system was designed to be

Integrated – The trails planning process was designed to be "integrated." The process integrated a variety of resource values as well as a full range of stakeholders, including First Nations, land-based tenure holders, interest groups, local resorts, user groups, etc.

Sustainable – the trails plan and resulting trails system should incorporate environmental, social and economic principles

- ***Environmental*** – trail location should minimize environmental risk where possible, and include location and design that reflects environmental sustainability principles
- ***Social*** – the trails system is intended to provide an enjoyable experience for users and specifically provide opportunities for family-based (multi-generational) OHV trail use
- ***Economic*** – the recommended trail system should 1) minimize its overall footprint and the impact this may have on forest development, 2) be realistic and understand current and expected limits to time and funds that may be available for establishment, maintenance and management of the trails and 3) support region wide economic benefits to both existing recreation-based businesses in the region as well as the DLL

Operationally Realistic – the trails plan provides focused and realistic recommendations that can be used to step out the implementation of the trails system. The plan involves existing trails and infrastructure where possible and specific actions and steps as we work towards a solid and robust OHV trail system in the Logan Lake area.

1.2 Trail Planning Parametres

In the development of an OHV Trails Plan for the Logan Lake area, the following parametres were used as a guide to direct the process and focus the trail planning efforts

1. Build from and/or consider current ATV trails and ATV use in the area.
2. Support the motorized closures within the Tunkwa motorized closure area.
3. Maximize the use of less active resource roads and minimize the use of highway vehicle and industrial vehicle roads for OHV trails.
4. Maximize the use of non-status roads so as to allow for users under 16 years of age (given current regulations)
5. Utilize old road or trail bed where-ever possible in order to minimize land-base disturbance
6. Focus trail planning efforts on summer OHV use (i.e. ATVs/Quads and "Side by Sides")[1]

1.3 Project Area

The Town of Logan Lake is located in BC's Southern Interior. The Logan Lake area boasts a varied landscape from valley bottom grasslands and a history of ranching to dry open fir forests transitioning to lodgepole pine dominated plateau forests. Recent forest harvesting in the area has focused on salvage of forests impacted by the Mountain pine Beetle. The area is dotted by many lakes that are a draw for both local and visiting fishers as well as other recreationists looking for a myriad of camping and viewing opportunities. The area is also known for its mineral resources with a range of historic and currently active mining in the region, including the Highland Valley Copper Mine located west of the Town of Logan Lake.

The Town of Logan Lake is centrally located between Merritt and Kamloops, both within a 35 minute drive. Logan Lake is easily accessed from the Coquihalla Highway which is a main corridor through Southern B.C., a highway that also facilitates significant traffic between B.C. and Alberta. Via the Coquihalla Highway, Logan Lake is easily accessed from the Vancouver/Lower Mainland area (approx. two hour drive). Given this accessibility, the Logan Lake area is a destination for recreationists and others from the Lower Mainland for both shorter weekend trips to longer camping trips or seasonal stays.

A vision for the potential of the Logan Lake area as a destination for OHV users has been understood for many years. The area has been identified as having significant potential for adventure tourism (Yates, Thorn and Associates, 2002). This is in part due to the proximity to larger population centres, the beautiful and variable landscape and a significant network of current roads and trails in the area. Planning for the formal establishment of a OHV trail network around the area was initiated in 2012 and reported here.

In support of OHV trail planning in the Logan Lake area, three distinct project areas were identified as providing opportunity for looping trail systems (Figure 1). Although each project area provides its own opportunity for both short and long OHV trips, there was also a desire to provide for interconnectivity between the three project areas to further expand the OHV trail experience in the area. The ability to interconnect the three project areas will be influenced by the ability to, in the future, facilitate the crossing of designated highways and/or designate OHV trails within the boundaries of the District of Logan Lake.

The Face-Paska project area is approximately 13,000 hectares. This area has significant recreation use generated from within its boundaries through both private resorts and private lands as well as public facilities such as campgrounds and viewpoints. The Face-Paska project area has also seen significant recent forest harvesting in response to Mountain Pine Beetle impacts.

The Forge Mountain project area is approximately 14,000 hectares in size (not including Tunkwa Park) and represents a diverse area with OHV use coming from both Logan Lake itself and the Tunkwa Lake area. The southern portion of the area is dominated by mineral tenures and current and historic mining activity, with forest harvesting activity continuing to influence access throughout the project area.

The Logan Lake South project area is a smaller area of approximately 8,000 hectares that provides a range of recreation opportunities, including OHV use as well as equestrian use, given the adjacent Logan Lake Ranch and Country Club lands to the east. The southern portions of the project area have also seen increased harvesting due to Mountain Pine Beetle, and area also where there are a series of small recreation lakes that support trail use and fishing in the area.

[1] Although the focus of the trails plan will be summer (non-winter) OHV activity, and specifically ATV or Quad use, it is expected that many of the routes/trails will be suited to equestrian, motorcycle and snowmobile use as well.

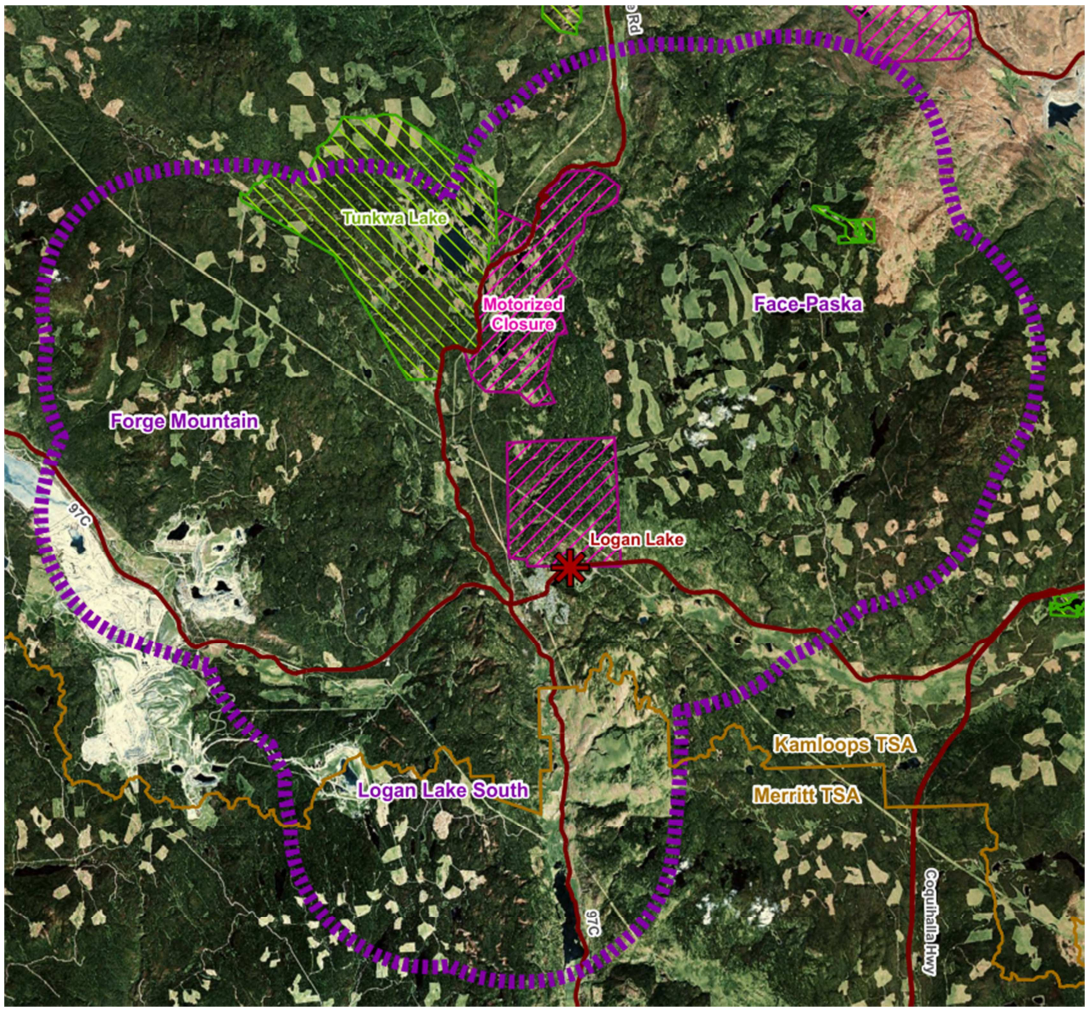


Figure 1. Logan lake OHV trail planning project area.

Specific resource values or land management conditions of note throughout the project areas, along with implications to trail planning, include the following:

Recreation Values – A wide range of recreation values and use abound in the region around Logan Lake and throughout the trail planning area. Recreation activities taking place within the region include but are not limited to hiking, mountain biking, horseback riding, ATV/motorcycle trail riding, fishing, camping, snowmobiling, cross country skiing, etc. Supporting infrastructure or development includes full facilities within the District of Logan Lake as well as camping, trails, private resorts, viewpoints and other developments throughout the region to support the breath of recreation opportunities.

Timber – The landscape around Logan Lake is predominantly forested, with a transition to open forest and grassland environments immediately adjacent to the town. Timber harvesting has been taking place around the Logan Lake area for many years with an increase in harvesting of late, within the pine leading stands impacted by Mountain Pine Beetle. This is more predominant within the Face Paska project area, but is found throughout the trail planning area.

Mining – Just west of the Town of Logan Lake, and in the general vicinity of the Forge Mountain project area, is the Highland Valley Copper Mine. Mineral tenures exist throughout the Forge Mountain project area with a wide range of activity associated with them. Historic mining activity is also evident throughout the Forge Mountain project area.

Range – Ranching is a way of life throughout the project area, supported by private ranchlands located all around the project area, including 1) north of the project area on the slopes above Kamloops Lake and below Greenstone Mountain, 2) near Logan Lake along Meadow Creek and 3) south of Logan Lake near Mamit Lake. Ranchers in these areas carry range licences that fully overlap the project areas. Extensive fencing systems exist throughout the project areas.

Transportation and Utility Corridors – Spectra Energy and BC Hydro manage utility corridor ROWs that cross the District of Logan Lake lands and all three the project areas. These corridors currently see significant dispersed recreation use by local and visiting users.

Wildlife – The area around Logan Lake has a wide range of wildlife presence including black bear, moose, mule deer and many other species. Specific wildlife habitat values have been identified in the area associated with Moose (regionally important species) and the Williamson's Sapsucker (endangered species).

The Kamloops LRMP[2] identifies a moose winter range area that bisects the Face/Paska Project Area. Management within this winter range involves provision of forage as well as visual and thermal cover. As the intent of the trails plan is to utilize existing roads or trails wherever possible, any additional impacts to moose as it pertains to forage and cover is minimized. In addition, trail routing avoided wetland areas in general.

There is one Wildlife Habitat Area (WHA) within the trail planning project areas. WHA 3-127 is a Williamson's Sapsucker Wildlife Habitat Area (WHA) located in the Chartrand Creek drainage in the Face/Paska project area. Management obligations within the WHA involve both type and timing of activities and through consultation with wildlife staff within the Ministry of Forests Lands and Natural Resource Operations, the trail route within the WHA (an existing ATV trail bisects the WHA) is recommended for realignment so as to divert users from the known next sites within the WHA.

Water – There are no community watersheds within the project area. Numerous water licence points of diversion (PODs) exist throughout the project area. Where possible, trail routes avoided these areas. In addition, it is expected that any additional trail construction or maintenance activities will incorporate activities that will respect these PODs and the regulatory requirements associated with the water licences.

First Nations Traditional Use and Heritage – Many First Nations have traditional territory that overlaps the project area. This territory points to traditional and current use by many of these First Nations, with specific values within the project area held by the Skeetchestn, Cooks Ferry and Lower Nicola Indian Bands

2 Approach

The following approach was used in the implementation of the project.

2.1 Information Gathering and Preparation

In order to support trail planning, existing information about the project area was secured, including landbase, planning, recreation use and current roads and trails. This information was incorporated into a series of map products that were used by trail planners in both communication with stakeholders as well as in the investigation of current and possible trail routes within the project area.

2.2 Stakeholder Engagement

In order to ensure a fully integrated trail planning process, a full stakeholder engagement process was used. The following groups or types of organizations or individuals were included in this process.

OHV Clubs – Logan Lake, Nicola Valley and Greater Kamloops ATV Clubs, the Logan Lake Dirt Riders, the Greater Kamloops Motorcycle Association and a number of ATV clubs from the lower mainland were also engaged through a series of conference call sessions

Outdoors Club – Highland Valley Outdoors Association

Resorts – Mile High Resort, Tunkwa Lake Resort and Dominic Lake Resort

Range Tenures Holders – as directed by range staff at the Merritt and Kamloops offices of the FLNRO.

Woodlot Tenure Holders

Renewable Forest Licences Holders – Aspen Planers, West Fraser Mills and the Logan Lake Community Forest

BC Timber Sales

Highland Valley Copper – specific to the Forge Mountain and Logan lake South project areas that are adjacent to their mine lands

Utilities – BC Hydro and Spectra Energy

[2]Province of B.C. 1995. Kamloops Land and Resource Management Plan.

First Nations - First Nations engagement was completed by FLNRO staff, supported by Forsite[3]

Local Governments - District of Logan Lake and Thompson Nicola Regional District

Provincial Government – BC Parks and FLNRO (wildlife, stewardship and range programs)

Paska Lake Protection Association – helping disseminate info to lot owners near Paska Lake

A range of strategies were used to engage with the stakeholders identified. Phone, email and in person contact was used in an effort to ensure that meaningful input was secured. Where a request for in person meeting was made, all efforts were made to meet this request, to support understanding and input into the process.

To support stakeholder engagement and to also ensure that no individuals or groups were missed, an open house was also carried out where the overall project was explained and possible trail locations were displayed for review and comment.

2.3 Trail Planning

Following information gathering and during the stakeholder engagement process, the trails inventoried in 2011[4] were assessed in the office, and compared to the landbase dataset developed through the information gathering stage. Trail sections that fell on permitted roads, including Forest Service Roads (FSRs) were examined and alternatives were identified. These options were identified through a review of the orthophoto imagery, landbase features information and known road, trail and access information.

The preliminary trail planning was used as a pre-screen of potential alternate routes to avoid foreseeable issues (i.e. known Wildlife Habitat Areas, private land, utility rights-of-way, etc.).

Following the office planning exercise, a full field review of current and potential trail locations was carried out. This effort was supported by a number of Logan Lake and Nicola Valley ATV Club members who accompanied project team members in the field for a majority of the field time.

The field based assessment of current and potential trail routes involved a range of considerations that included, but are not limited to

- Environmental values and minimizing risk to these values
- Sites or route of interest (i.e. historic sites, views, natural and man-made features
- Overall trail experiences, from easy to difficult, both large and small loops, etc.
- Connectivity of the trails routes between project areas and to designated or potential staging and camping areas
- Potential costs for trail upgrades, trail establishment, trail maintenance, etc.

The field-based trail planning effort resulted in the recommendation of trail systems throughout the project area that included priority trail routes, alternate routes, staging and camping areas to support OHV use within the project areas, features of note or of interest to OHV users and key areas where work is required in order to establish, re-establish or improve the sustainability of trail sections or specific points along the trail. The resulting information was then used to develop a final OHV trails plan that would be used to support a community open house.

Trail Planning – New Harvesting . . .

2.4 Community Open House

A community open House was held at the Logan Lake fire hall from 2:00-9:00 PM, November 6, 2012. All stakeholders engaged earlier in the planning process were notified about the open house and advertisements were also taken out in the Valley Brew (local newspaper) and were posted at a series of locations throughout the community.

Over fifty people attended the open house (48 people signed in) representing both recognized user groups or stakeholders as well as the general public. Comments were received directly from participants as well as through the designated comment

[3] Response from the Skeetchestn Indian Band resulted in a meeting with Forsite, Recreation Sites and trails B.C. representative and the band to share information and secure feedback and input from the Band.

[4] Brown, D. 2011. Logan Lakes Trails Inventory. Completed for the Tunkwa/Duffy ORV Committee.

sheets available at the open house. The open house discussions were supported by three senior members of the project team as well as two staff from Recreation Sites and Trails B.C.

Two stakeholder groups not solicited for input earlier in the process attended the open house were engaged at the open house:

RCMP – discussions at the open house regarding crossings, Motor Vehicle Act, etc.

Logan Lake Search and Rescue – discussions at the open house regarding the planning process, planned trail locations and availability of maps

Following the Open House, some additional stakeholder communication took place, in response to input provided by existing stakeholders. Additional contact was made with the following groups

Paska Lake Protection Association – representing private lot owners near Paska Lake

Recreation User – local sled-dog operator that uses the area for summer training

Logan Lake Ranch and Country Club – regarding lands they manage in the south western portion of the District of Logan Lake

Following the open house, a submission was also made to the District of Logan Lake and considered by the district council regarding the potential of bringing OHV use within the district boundaries in a number of locations. This information was considered by council at their December, 2012 meeting. A subsequent joint committee meeting was held in January, 2013 with the Public Works and Culture and Recreation Committees of the District of Logan Lake to discuss the potential OHV trail, staging and camping options within and adjacent to the district.[5]

Input secured at the open house and in subsequent email and phone conversations with stakeholders was summarized and discussed with Recreation Sites and Trails B.C. and has been summarized and integrated into *Section 3 – Results*, below, as it pertains to different components of the proposed trail system.

2.5 Final Plan Development

Based on the input received from the stakeholder discussions and the open house, a final OHV trail system plan was create and presented to the Recreation Sites and Trails B.C. (this report). It is anticipated that the plan and the options it provides, will be considered by the provincial government in light of stakeholder input received and recommendations developed. It is anticipated that the plan will also be used to complete formal consultation activities in advance of 1) formal designation of the trail system, 2) organization of trail management and maintenance agreements and 3) overall marketing of the trail system.

3 Results

The following discussion includes a general summary of the plan area and lengths, stakeholder input and the trail systems proposed in each of the project areas (Face/Pasca, Forge Mountain and Logan Lake South). This information is outlined in general form, supported by component tables for all trails, sites of interest, camping and staging (Appendix A). The resulting trail system is also captured in project area maps found in Appendix B.

3.1 Proposed Trail System Statistics

Over 317 kms of potential trail routes are being proposed in this plan (Table 1)

Table 1. Summary of Project Area and Proposed Trail Length

Project Area	Approximate Area (ha)	Length of Key Trail (km)	Length of Alternate Routes (km)	Total Length (km)
Face-Paska	13,000 ha	114	14	128
Forge Mountain	14,000 ha	128	16	144
Logan Lake South	8,000 ha	45	0	45
Totals	**35,000**	**287**	**30**	**317**

[5] The District of Logan Lake currently has a bylaw that bans the use of off-road motorized vehicles within the district boundaries, so a number of the potential trail, staging and camping options would influence or be influenced by this reality.

3.2 Stakeholder Input

A series of conversations, communication and meetings were held with stakeholders throughout the project area and beyond. These conversations resulted in a general understanding of many perspectives and expectations of the proposed trails system, its location and concerns with the trail system. A number of key take-home messages were garnered from this stakeholder engagement and are outlined below. This list is not, by any means, a conclusive list of the input received or the input incorporated into the trail planning process, but is intended to provide a general understanding of the input received. Further reference to stakeholder input is also included by project area and trail system component (trails, camping, staging, etc.) below.

- General agreement with the objective to use existing trails and existing road or trail bed where possible to minimize the amount of new land disturbance
- Significant concern about any further motorized closures in the region or deactivation to reduce current access levels (i.e. aversion to deactivating 4WD roads to OHV only)
- General interest on having ATV trails follow range fences if needed as it means that there are two different groups that will be looking to keep trails and adjacent fences clear of windthrow
- Importance of using "recreation guards" (see picture) to cross fences as "gates don't get closed"
- Concern for any travel over private land or grazing lease land, or trails that generally direct people to these areas
- Questions about who will be responsible for maintaining the trails system and managing use
- Concern regarding the potential environmental impact caused by OHV in general and concern that by designating the trails there will be more use, more impact, etc.
- General concern for attracting more people to sensitive areas, including both potential environmental impacts as well as range infrastructure impacts (i.e. fences, earth dams)
- General interest in linking trail system with local resorts or private lots (although trail system not immediately adjacent to these areas)
- Intensely held positive and negative input to the location of trails/staging/camping within the boundaries of the District of Logan Lake
    - Favourable – related to the link to the municipal campground and economic benefit of linking users to the commercial area of the town, the opportunities it would provide for local businesses in town and recreation and tourism operations in the region over the long-term
    - Unfavourable – concern for noise and safety for bringing OHVs into the town in general (within the DLL boundary), significant concern with the trail system being located close to the golf course or the lake area given the current environment, current activities and social and environmental sensitivities in this area, concern for the cost of a highway underpass option
- Concern for location of trails near trapper cabin and trapline infrastructure

Example "Rec Guard" at fenceline

3.3 First Nations

Contact was made by Recreation Sites and Trails BC with twenty-one First Nation bands or other groups in order to inform them of the project and solicit input.

A follow-up meeting was carried out with the Skeetchestn Band where the project was explained and input was received regarding resource values, environmental concerns with OHV use of sensitive areas and their agreement in principle with the need to focus on existing roads and trails (reduce new disturbance), avoid wet areas/stream crossings (concern for environmental damage) and desire to avoid natural grasslands (sensitive to disturbance).

A follow-up letter was received from the Lower Nicola Indian Band confirming the project area being within their traditional territory and requesting involvement in any field works. Given the timing of the letter, trail planning field work had already concluded and further field assessment in 2012 was not planned. It is recommended that any site specific planning associated with the resulting OHV trail system in the Logan Lake area, consider further engagement with or involvement from the Lower Nicola Indian Band.

A follow-up letter was received from the Boston Bar First Nation citing limited concerns and an expectation that First Nations communities or tribal councils closer to the project area be engaged, with their interests addressed. In addition, they requested that if any archaeological or heritage sites are located during the trail works that they are brought to their attention

No further communications were received from the First Nations or tribal councils.

3.4 Highway Crossings

The trail system plans outlined below has been completed based on the assumption that designated highway crossings can be established to support the connector routes between the three OHV trail systems. Preliminary discussions and site visits were carried out with Ministry of Transportation (MoT) regarding some of these crossings and potential staging areas in existing MoT gravel pits in the area.

Recreation OHV crossings of highways in B.C. are not currently possible due to a current conflict between this activity and the Motor Vehicle Act, and the absence of a formal licencing framework for these vehicles on highways. This reality also impacts a number of the staging or camping options being proposed, that are associated with the immediately adjacent highways that would require designated crossings.

If these staging areas and highway crossings are not designated, each of the proposed three trail systems has been designed to stand on their own, although the overall OHV experience as well as the staging, route and trip flexibility will be impacted.

3.5 General Trail System Recommendations

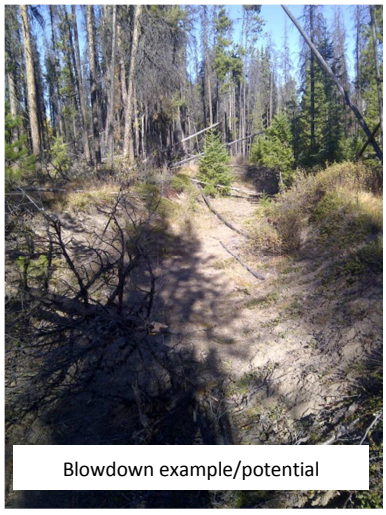
The trail system plans outlined here are based on the following general principles or direction for trail establishment and maintenance:

Stream Crossings – avoid stream crossings, but where deemed necessary, establish crossings over streams, with specific consideration of fisheries values that may exist.

Rehabilitate Wet Areas – where significant water pooling exists on the trails, this situation should be remedied with surfacing or reroute options. The potential impacts of continued use of these areas generally includes both the immediate impact, the production of sediment that could impact adjacent water quality and the creation of "braided trails" in these areas where OHV operators attempt to avoid the wet spots, further increasing the overall footprint of the OHV trail.

Designated Wet Areas – one aspect of OHV use for some operators is designated wet spots ("mud holes") that provide a challenge and enjoyable experience for some users. Given potential impacts of these sites on the environment and adjacent values, these sites should be specifically identified (created if desired) and managed. Effort was not undertaken through this OHV trail planning process to identify designated wet areas.

Blowdown – Efficient and prompt removal of blowdown is important to the maintenance of the trail system. Blowdown results in alternate routes and braided trails being created by OHV operators who try to avoid the blowdown, thus increasing the footprint of the trail system. This effort will be critically important in the next 5-10 years given the impact of Mountain Pine Beetle in the project area.



Blowdown example/potential

Improve the Trail Experience Through Maintenance – Where basic surface remediation efforts or blowdown clearing is carried out, simple effort to create a more sinuous trail can significant improve the recreation experience, versus just clearing the trail that results in a straight and consistent trail experience.

Idle only Zones – It is recommended that idle only policy (supported by appropriate education and signage) be adopted for camping and staging areas that are in close proximity to private land, to support multi-use enjoyment of these areas.

Project area or component specific recommendations (i.e. by trail section , staging or camping areas) are included in the sections below.

3.6 Proposed Face/Paska Trail System

3.6.1 Trails

Summary – The Face Paska Trail System is the largest of the three project areas. It also provides a far more variable and dynamic OHV trail riding experience. The Face-Paska Loops also represent the area that requires the greatest amount of effort

(work required) in order to establish a sustainable trail system and address some key sections that are either currently not passable or represent sections of questionable condition (i.e. open creek crossings, mud holes/bogs, significant erosion, etc.). Care should be taken when attracting users to this area until some of the key issues have been addressed, or further impacts will be experienced that will likely put the whole trail system in this area in jeopardy. Regardless of formal designation in the near future, the overall trail system should be monitored to ensure conditions are understood and managed.

The Route – The Face-Paska Trail System is essentially one large loop with connection routes through the centre. The larger loop includes the south Chartrand Creek area, then traversing east through open Douglas fir transitioning to Pine plateau near Wyse Lake/Paska Lakes. The trail then goes north to Greenstone Mountain. From Greenstone Mountain it goes generally west and south, connecting again with the Chartrand Creek area. By design, the connecting routes through the middle of the overall loop, allow for a range of trip lengths regardless of where you start (i.e. Paska Lake, Leighton Lake, Jacks Lake or the Chartrand FSR). These connecting routes within the Face Paska Trail System are both on existing permitted and used industrial roads (i.e. Section FP-AN) as well as more OHV/ATV only trails (i.e. sections FP-G and FP-N). A bulk of the Face Paska Trail System is currently accessible for both ATVs (Quads) and large OHVs (i.e. side by sides), with a few sections currently only wide enough for ATV use (Sections FP-N, FP-G and FP-U and FP-AD). It is recommended that these routes maintain this "close trail riding experience" for ATV operators, to maintain a level diversity in the trail riding experience. In all three of these cases, these trail sections do not represent the only route option for "side by side" operators.

Once key recommended works have been completed, the Face Paska Trail System will be a trail of low to moderate difficulty with a few more difficult trail sections (specifically section FP-AD that goes up Greenstone Mountain and section FP-AK due to current cobble/bouldery conditions on the trail). Note – both of these trail sections have been identified for further assessment and trail works). Current conditions include many more difficult sections that are due mainly to unsustainable trail conditions associated with 1) wet areas, 2) significant surface erosion or 3) sections that require trail relocation due to steep grades. Although dependent on the nature of these trail works, and how they are implemented, trail difficulty is expected to be low to moderate throughout this portion of the trail system.

3.6.2 Sites of Interest

Key Lakes – The Face/Paska trails system passes by numerous lakes, each providing an opportunity for views and enjoyment by OHV operators. Although not all lakes have direct access facilitated by the proposed trail system, many of the lakes provide opportunity for key user experiences including views and general stops. The presence of numerous lakes is unique to the Face-Paska trail system when compared to the other two project areas.

Greenstone Mountain Lookout

Greenstone Mountain – Green Stone Mountain is a destination and trail head of sorts for a range of recreation users, including ATVs, motorcyclists and mountain bikers. Views from the summit are spectacular, including 360% vista from the "old lookout" that includes the cascade mountain range in the southwest and Lac Du Bois Grasslands and the North Thompson Valley to the north. Greenstone Mountain is also home to a series of utility/communications tower systems on or near the summit, with 4WD truck access to the top of the summit , snow permitting. A bulk of current motorcycle and mountain bike use is north of Greenstone Mountain with the OHV trail routes proposed here moving south from the Greenstone summit.

Town of Logan Lake – Given the connectivity of the Face/Paska trail system to the municipal campground and then on to a proposed staging area near the town centre, the Town of Logan lake represents a destination or draw for OHV users for shopping, eating, accommodation, etc.

Views – In addition to significant lake views, many different locations along the proposed trail system provide significant views of the surrounding landscape. These view opportunities are currently more plentiful given the increased salvage harvesting of Mountain Pine Beetle impacted forests, but will remain significant for this trail system.

Open Forest – The ecosystems and resulting forests throughout the Face/Paska, are variable due to the history of harvesting activity in the area. Of note is also the open forest condition and open fields on the southern edge of the trail system, from the Chartrand Staging area to Dry Lake, caused by natural drier open forest ecosystems, past selective harvesting and the presence of an old mill site (now a grassy field)

3.6.3 Camping

The following camping areas are considered significant assets to the Face Paska OHV trail system.

Mile High Resort (EXISTS) – The resort is located between Face and Paska Lakes and currently has a campground as a part of the resort as well as a range of cabin accommodations. As it is proposed that the resort be connected to the overall OHV trail system through a "feeder trail", this campground provides overall support to the use of the OHV trail system in this area.

Dominic Lake Resort (MAY DEVELOP) – Although not currently set up for OHV related camping, the resort has currently undergone a change in ownership and there may be camping or lodging opportunities in the future, in support of the OHV trail system in the area. The resort could be easily "connected" to the trail system through the access road to the resort to support this potential use.

Existing Paska Lake Rec Site

Paska Lake Recreation Site (EXISTING SITE) – The recreation site is located on the shores of Paska Lake and represents a significant asset to the Face Paska OHV trail system. In order to fully realize this benefit, a formal designated trail connection ("feeder trail") is recommended between the recreation site and the Face/Paska OHV trail system. Use of this site as a camping area to support OHV use would require a designated highway crossing of the Paska Lake Road.

Paska Lake Recreation Site (EXPANSION CONSIDERED IN FUTURE) – An expansion of the Paska Lake Recreation Site is proposed across the Paska Lake Road from the current site. The additional camping capacity would be developed with a relatively open "ATV camper" experience in mind, specific to larger RV units or toy haulers. The site would also have a designated staging area to allow for people to bring their ATVs and stage from this site. This site would provide for an alternate camping opportunity than the current campground (generally set up as individual campsite pads) and would also reduce the need for or use of a designated highway crossing of Paska Lake Road. Recommendation for this option is to consider it in the future, dependent on whether or not a designated highway crossing option develops and/or based on magnitude of use at the current rec site.

Face Lake Recreation Site (EXISTS) – The recreation site at Face Lake is a small rustic campground with a couple of camp sites, located along the Face/Paska OHV trail system. Access to this site is 4WD only and could also be considered a desirable OHV access camping experience (camp from your OHV). Although deactivation of this access was considered in order to facilitate an OHV camping only site, this is not recommended, however, given this being the only public access to the lake, historic and continued use of this area by hunters and campers, etc. (note – this is also related to specific to stakeholder input received).

Dairy Lake Recreation Sites (EXISTS) – There are two small campsites on Dairy Lake. Dairy Lake North is a 4WD access site, While Dairy Lake South is 2WD access. Both sites are on Dairy Lake a small stocked lake that supports fishing.

Tunkwa Provincial Park – Leighton Lake North Campground (EXISTS) – The Leighton North Campground within Tunkwa Provincial Park (formally a part of the Forge Mountain trail System) is a BC Parks ATV designated specific campground and designated staging area that has direct connectivity to the Face/Paska trail system through a designated access route (FSR) through the Tunkwa Motorized Closure. The use of this site to access the Face-Paska trail system requires a designated highway crossing of the Tunkwa Road.

Logan Lake Municipal Campground (EXPANSION IS PLANNED) – The proposed expansion of the municipal campground in Logan Lake, in combination with a recommended underpass under Meadow Creek Road, allows direct connectivity from this campground to the Face/Paska trail system. This connection would require the construction of trail along the north side of Meadow Creek road, from the location of the underpass to the Chartrand FSR (staging area).

Jacks Lake (EXISTS) – this site is currently not a formal Recreation Site, although sees significant dispersed camping. It is currently accessible by 4WD and OHV. It is a small open format campsite on the lake. Access to this site is 4WD only and could also be considered a good OHV access camping experience (camp from your OHV) although current us includes 4WD access. The overall plan for the Jacks Lake camping area should be investigated by RSTBC.

The Hub Campsite (NEW, PROPOSED) – a gravel pit is located west of Jacks Lake on Ware Creek FSR. Further assessment of this pit and its current status is required to confirm ability to designate this as a camping and staging area. It could provide an open format camping experience and a central location to access both the Face-Paska and Forge Mountain trail systems.

3.6.4 Staging

In addition to the camping areas outlined above, the following additional staging areas are proposed:

Chartrand FSR (EXPANSION RECOMMENDED)– where the Chartrand FSR meets Meadow Creek Road, there is a small staging area. This should be expanded to house up to 10 vehicles, and allow for a truck/trailer to turn around. A trail should also be established between the staging area and the start of the trail system (Trail Section FP-D) just up the Chartrand FSR from the staging area.

East Pit (ESTABLISHMENT RECOMMENDED) – an old Ministry of Transportation gravel pit just east of the Municipal campground would be an effective staging area for the Face-Paska trail system, in conjunction with a Meadow Creek Road underpass and connector trail to the Chartrand FSR area. See Report Section 3.9 for more discussion of the District of Logan Lake Connection.

East Pit Staging Area

Pump House (ESTABLISHMENT RECOMMENDED) – Snowmobile staging currently takes place just west of the Town of Logan Lake northwest of the junction of Meadow Creek Road and Mamit Lake Road. This site could be established as a formal staging area for OHVs as well, and would provide access north and then east to the Face-Paska trail system. Discussions with Spectra Energy and BC Hydro would be required as the staging and route would utilize utility ROW in some situations. See also discussion on connections to the District of Logan Lake (Report Sec 3.9).

3.6.5 Connecting Routes

The Face-Paska trail system includes the three distinct connection routes:

Tunkwa Connector – In the northern portion of the Forge Mountain trails system, there is a route that connects north through Tunkwa park to the Leighton Lake North Campground and east to the Face-Paska trail system. This connection route traverses through the Tunkwa Motorized Closure Area on a designated motorized route (Gottan Lake FSR). This route also includes a section of an approved and designated ATV trail through the western portion of Tunkwa Park. The Tunkwa Connector provides an access between trail systems but also provides an excellent ATV experience as well, with varied landforms and viewing opportunities along the way. The connector requires a designated highway crossing on Tunkwa Road at either Gottan Lake FSR (preferred route) or at "Four Corners" where Leighton Lake FSR junctions with Tunkwa Road (alternate route).

Jacks Lake Connector – The Jacks lake Connector links the Face/Paska trail system with the Forge Mountain trail system, and requires a Tunkwa Road (Highway) crossing. The connection itself also provides a series of viewing opportunities and stops of interest (i.e. Jacks Lake). This connector traverses the area between the Tunkwa Park and Tunkwa Motorized Closure areas in the north and the Logan Lake Nordic Ski Trails Motorized Closure in the south. Clear signage and access management strategies will be key to the sustainability of this connector given the adjacent closures.

Logan Lake Connector – this proposed route connects the Face/Paska trail system to the District of Logan Lake through a proposed underpass under the Meadow Lake Road (See Section 3.9 District of Logan Lake for further discussion on this option).

Logan Lake/Hub Connector – also a connector for the Forge Mountain trail system, this proposed route essentially connects the Jacks Lake Connector near the proposed camping area at *The Hub*, south into the western parts of Logan Lake, to a proposed *Pump House* staging area near the Junction of Meadow Creek Road and Mamit Lake Road. This staging area and connector can provide access to the Face-Paska trail system directly, but would require a designated highway crossing of the Tunkwa Road in order to connect to the Forge Mountain trail system.

3.6.6 Future Trail Planning

Opportunities exist to expand and/or connect the Face-Paska trail system in the future:

Establish New Trail within the Project Area – portion of the proposed trail system are located on FSRs and permitted roads. Relocating these sections to non-status roads or designated trails would provide greater opportunity for under-age users and a better OHV experience.

Chuwhels - Chuwhels Mountain/Chuwhels Lake area, east from the Face/Paska Lakes or Greenstone Mountain. Chuwhels Lake also provides opportunity for ATV access only camping.

Inks Lake – connection past Chuwhels to the Inks Lake area, with a designated crossing under the Coquihalla Highway would be an asset for the trail system and support day or overnight trip options back or forth

Duffy Lake – in support of and to be coordinated with the activities of the Greater Kamloops Motorcycle Association. The trail system NW of Greenstone currently provides a direct link to trails that connect to Duffy Lake. OHV users can be expected to use some of these connecting routes.

3.6.7 Stakeholder Input of Note

The following stakeholder input was received on different aspects of the proposed plan for the Face-Paska trail system. This input is specific to certain components of the trail system and does not represent a comprehensive list of input received, nor does it focus on the positive and supportive feedback provided for the proposed trail system.

Paska Lake Rec Site - concern regarding the expansion of Paska Lake Rec Site as the current site is not fully utilized (anecdotal), as well as concern of added noise for residents at the private lots above Paska Lake that could be associated with this proposed new camping area across Paska Lake Road from the current site. Input noted the need for solid management of OHV use at the existing and/or expanded site to manage noise for the area, safety in and around the site, and the overall camping and fishing experience associated with Paska Lake. Recommendation is made to re-evaluate this rec site expansion option in the future (see Section 3.6.3 above).

Face Lake Rec Site Access – concern for deactivation of the access to the Face Lake Rec Site (was being considered following input from stakeholders) given the current use by hunters and other truck campers, it being the only 4WD public access to the lake, it being a stocked fish lake, etc. Based on feedback received, deactivation of access to the Rec Site on the NW shore of Face lake is not recommended or proposed in this plan.

Paska Lake Private Lots – agreement from all stakeholders who commented, that it is important to establish a new trail section (Section FP-S) west of the Paska Lake "private lots" (See Appendix 2) to remove the designated trail from the current location immediately behind the private lots (current trail location adjacent to private land is the current route used by ATVs but is noted as "alternate" on the plan maps (See Appendix 2).

Tunkwa Motorized Closure – concern was raised with designated trails directly adjacent to and east of the Tunkwa Motorized Closure area. To this end, the recommended trail system north of Jacks Lake is further east of the closure area. Use of a designated route through the motorized closure is also used to allow for access west to the Leighton Lake North ATV camping and staging area.

3.7 Proposed Forge Mountain Trail System

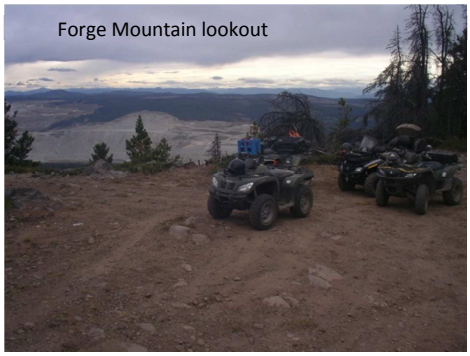
3.7.1 Trails

Summary – The Forge Mountain Trail System is the second largest of the three project areas. It also provides a variable and dynamic OHV trail riding experience. The Forge Mountain trail system has some key areas that require trail works prior to a significant increase in usage, but a bulk of the system can be used as is and represents an opportunity to establish and market a significant trail system with relatively minor trail works. Despite this, care should be taken to attract users to this area until the key issues have been addressed, or further impacts will be experienced that could put the trail system in jeopardy. Although the overall trail system only requires a relatively minor amount of effort to address the key issues, there are also some very effective options for future investment, to establish additional trail sections in order to reduce the reliance on main forestry or industrial roads (See Report Section 4.3 Forge Mountain Trail System and "Phase 2 Trails" on the trail system maps in Appendix 2).

The Route – The Forge Mountain Trail System is, similar to the Face Paska system, one large loop with connection routes through the centre. The larger loop includes the area around Bose Lake. Traveling west and north to two lookouts at South Forge Mountain. The trail system then travels north through an area known for historic mining, then north east towards Tunkwa Park and Guichon Creek. From there, the trail system loops south towards the proposed Rabbit Run staging area. From that area near Tunkwa Road the trail system then continues on south and west, eventually connecting again at Bose Lake. Important connecting routes include north through Tunkwa Park to the Leighton Lake area and east from Rabbit Run (highway crossing required) to connect to both the town of Logan Lake and through Jacks Lake to the Face Paska trail system. By design, the connecting routes through the middle of the overall loop, allow for a range of trip lengths regardless of where you start (i.e. Rabbit Run, Bose Lake, Leighton Lake, Spud FSR). These connecting routes within the Forge Mountain Trail System are both on existing permitted and used industrial roads (i.e. Section FM-G and FM-H) but also include some more ATV focused trail/old road sections that provide a "intimate" ATV trail ride experience (i.e. Section FM –AG, FM-L and FM-E). A bulk of the Forge Mountain Trail System is currently accessible for both ATV and large OHVs (i.e. side by sides), not including narrow trails due to blowdown or regeneration that may temporarily constrict access levels. Only Section FM-AF is effectively too narrow for "Side by Sides", with this section also being flagged for recommended trail works to re-establish the surface and grade of this trail section and address current safety risks for ATV users on a short section of "side hill trail."

Once key recommended works have been completed, the Forge Mountain Trail System will be a trail of low to moderate difficulty (Section FM-AF, as outlined above, is the only exception, and this section has been recommended for some trail works). Although dependent on the nature of these trail works, future trail monitoring and maintenance works, trail difficulty is expected to be low to moderate throughout this portion of the trail system.

3.7.2 Sites of Interest


Forge Mountain lookout

Forge Mountain Viewpoints – two significant viewpoints exist on South Forge Mountain and are destination of the proposed trail system. These views are expansive and generally look south across the valley at the main Highland Valley Copper Mine and west over Bose Hill, Logan Lake and beyond.

Additional Views – there are significant views throughout the Forge Mountain trail system, that provide close canyon or valley vistas to expansive views across the whole trail system, including views from the Bose Hill area out across the town of Logan Lake (Trail Section FM-J) and from the eastern slope of Forge Mountain north east over Tunkwa Lake (Trail Sections FM-W and FM-X).

Old Cabin near Forge Mountain

Historic Mining Activity – historic mining activity can be found throughout the project area, with specific sites in the western sections of the trail system. Evidence of activity and mineral interest includes test digs, small quarries that have filled with water and unique geological features such as rock ridges, talus canyons, etc.

Cabins – there are a number of cabins within the trail system, one old log cabin in disrepair near Forge Mountain and a cabin in the south eastern portion of the trail system that is managed by the Logan Lake Snowmobile Club (Site FM-7 on accompanying maps).

3.7.3 Camping

The following camping areas are considered significant assets to the Forge Mountain OHV trail system.

Bose Lake Rec Site

Bose Lake Rec Site (EXPANSION RECOMMENDED) – The Forge Mountain trail system does not include any significant designated camping areas except for the Bose lake Rec Site located on the south eastern portions of the trail system (just north west of Highland Valley mine). It is recommended that this recreation site be considered a key campground and staging area in support of the OHV trail system in this area. It is also recommended that the campground area be expanded to support additional sites and also support a formal staging area to access the Forge Mountain trail system.

Tunkwa Provincial Park – Leighton Lake North Campground (EXISTS) – The Leighton North Campground within Tunkwa Provincial park is an ATV specific campground that has direct connectivity to the Forge Mountain trail system either through a route that traverses the western portion of Tunkwa Park or through the proposed trail systems east and south of the Park that connect through Jacks Lake and then east across the Tunkwa road. Although somewhat constrained by the Tunkwa Closure area, the Leighton Lake North campground still represents a significant camping/staging area.

The Hub Campsite (NEW, PROPOSED) – all though directly within the Face-Paska trail system, an apparently inactive gravel pit is located west of Jacks Lake on Ware Creek FSR that, through a designated highway crossing of Tunkwa Road would provide quick access to the Forge Mountain trail system . Further assessment of this pit and its current status as a camping and staging area. It provides an open format camping experience and a central location.

3.7.4 Staging

In addition to the camping areas outlined above (specifically Leighton Lake North (BC Parks) and Bose Lake Rec Site), the following staging areas should be considered in support of the Forge Mountain trail system:

Spud FSR (EXPANSION RECOMMENDED) – Just off Highway 97C, west of the Town of Logan Lake, there is a small staging area on the Spud FSR. This staging area allows for a direct connection to the Forge Mountain trail system. An expansion of this staging area is recommended to facilitate more use.

Guichon Creek/Rabbit Run Gravel Pit (ESTABLISHMENT RECOMMENDED) – this pit is an active MoT gravel pit that is centrally located, specifically between the Forge Mountain and Face-Paska trail systems. There is a general openness in principle within the Ministry of Transportation to allow for a use of a portion of the site under permit with the MoT (if fenced, signed and managed) to support staging. This is based on preliminary discussions with MoT. Further discussions would be required. This is also contingent on a designated (legal) crossing of Tunkwa Road that would also then facilitate access to the Face-Paska trail system.

Tunkwa Road North (ALTERNATE TO GUICHON CREEK/RABBIT RUN) – Just off Tunkwa Road on a section of the old Tunkwa Road. This is under Ministry of Transportation jurisdiction and would require approval, as well as a Highway crossing of Tunkwa Road. Would also require establishment of crossing (bridge) over Guichon Creek (best location likely directly under the BC Hydro transmission line). Would also require alternate trail routes to be established west of Guichon Creek as well as east of Tunkwa Road in order to connect to the trail rest of the trail system. Site not recommended (not as desirable as Guichon Creek/Rabbit Run location).

Tunkwa Road South (ALTERNATE TO GUICHON CREEK/RABBIT RUN) – Just east of Tunkwa Road, near the BC Hydro transmission line, in an area that is currently a large landing and open gravel area. Could be easily expanded. Site would require a Highway crossing of Tunkwa Road. Would also require establishment of crossing (bridge) over Guichon Creek (best location likely directly under the BC Hydro transmission line). Would also require alternate trail routes to be established west of Guichon Creek as well as east of the staging area in order to connect to the trail rest of the trail system. Site not recommended (not as desirable as Guichon Creek/Rabbit Run location).

3.7.5 Connecting Routes

The Forge Mountain trail system includes the proposal for three distinct connection routes:

Tunkwa Connector (as included above in Face-Paska) - In the northern portion of the Forge Mountain trails system, there is a route that connects north through Tunkwa park to the Leighton Lake North Campground and east to the Face-Paska trail system. This connection route traverses through the Tunkwa Motorized Closure Area on a designated motorized route (Gottan Lake FSR). This route also includes a section of an approved and designated ATV trail through the western portion of Tunkwa Park. The Tunkwa Connector provides an access between trail systems but also provides an excellent ATV experience as well, with varied landforms and viewing opportunities along the way. The connector requires a designated highway crossing on Tunkwa Road at either Gottan Lake FSR (preferred route) or at "Four Corners" where Leighton Lake FSR junctions with Tunkwa Road (alternate route).

Jacks Lake Connector (as included above in Face-Paska) – The Jacks Lake Connector links the Forge Mountain trail system with the Face/Paska trail system, and requires a Tunkwa Road (Highway) crossing (preferred and alternate crossings included in the plan). The connection itself also provides a series of viewing opportunities and stops of interest (i.e. Jacks Lake). This connector traverses the area between the Tunkwa Park and Tunkwa Motorized Closure areas in the north and the Logan Lake Nordic Ski Trails Motorized Closure in the south. Clear signage and access management strategies will be key to the sustainability of this connector given the adjacent closures.

Logan Lake/Hub Connector (as included above in Face-Paska) – also a connector for the Face-Paska trail system, this proposed route essentially connects the Jacks Lake Connector near the proposed camping area at *The Hub*, south into Logan Lake, to a proposed "Pumphouse" Staging Area near the Junction of Meadow Creek Road and Mamit Lake Road. This staging area and connector can provide access to the Face-Paska trail system directly, but would require a designated highway crossing of the Tunkwa Road in order to connect to the Forge Mountain trail system.

3.7.6 Future Trail Planning

Opportunities exist to expand and/or further connect the Forge Mountain trail system:

Establish New Trail within the Project Area – portion of the proposed trail system are located on FSRs and permitted roads. Relocating these sections to non-status roads or designated trails would provide greater opportunity for under-age users and a better OHV experience.

Logan Lake South Connector - through an underpass under Highway 97C west of Logan Lake, to connect the Spud FSR staging area south to the Logan Lake South trail system. Challenges associated with private land and the highway underpass, would need to be overcome to make this connection route a possibility.

Ashcroft Connector – historically, there has been significant OHV and snowmobile use east of Ashcroft and the need for or benefit of making a connection from the Forge Mountain trail system west towards Ashcroft could be examined.

Savona Connection – the trail planning process identified a number of users that go from the Leighton Lake area north to Savona for gas and meals, utilizing forestry roads to get there. Trail options or a designated route could be considered to allow for a unique connection to the town of Savona (This route would like involve significant view opportunities). A highway

crossing (Highway 1 at Savona) or parking south of the highway, private land and the location of the Six Mile motorized closure would have to be considered in this connection route.

3.7.7 Stakeholder Input of Note

The following stakeholder input was received on different aspects of the proposed plan for the Forge Mountain trail system. This input is specific to certain components of the trail system and does not represent a comprehensive list of input received, nor does it focus on the positive and supportive feedback provided for the proposed trail system.

Guichon Creek/Rabbit Run Gravel Pit – this pit is an active MoT gravel pit that is centrally located, specifically between the Forge Mountain and Face-Paska trail systems. Significant input was received on this site and includes, but was not limited to

- Openness to allow for a potential use of a portion of the site under permit with the MoT (if fenced, signed and managed) to support staging. This is based on preliminary discussions with MoT. Further discussions are required. This is also contingent on a designated (legal) crossing of Tunkwa Road that would also facilitate access to the Face Paska trail system.
- Significant agreement by ATV/OHV users of the central location of this site and its value as a future designated staging area.
- Concern with the use of the area for any ATV/OHV use due to potential impact to wildlife and trapping infrastructure, in the immediate vicinity of the site as well as in the general area.

Water Quality – concern was raised over general OHV use and specific to some trails, regarding the potential impact to water quality in the Bose Lake/Forge Mountain area. Highland Valley Copper currently intensively manages the water quality in this area in association with their mineral tenures in the area. Concern was generally focused on potential crossings of water courses.

South of Tunkwa Park – significant concern was raised at the area immediately south of Tunkwa Park where the trail, as it moves south from the park connects both west to Forge Mountain and south east to the Rabbit Run gravel pit area. Concern was raised due to the current levels of mountain pine beetle related harvesting, the current roads and access in the area and specifically for increasing OHV and snowmobile use that could result from the trails plan, and the impact on local wildlife populations and trapline infrastructure in this area.

3.8 Proposed Logan Lake South Trail System

3.8.1 Trails

Summary – The Logan Lake South Trail System is the smallest of the three project areas. It also is a far more consistent trail experience through-out. Despite that, due to the open forest conditions, views and connections to local lakes, provides riders with a pleasurable experience. The Logan Lake South Trail System represent the area that requires the least amount of effort required to establish a sustainable trail system, with only trail section LLS-M being identified for recommended trail works prior to establishment (and this could be circumvented by locating the trail system on adjacent permitted road if needed). With relatively minor amounts of investment, the trail system could be easily expanded to allow for a few smaller loops and options for riders (See report Section 4.4 and “Phase 2” trail sections on the maps in Appendix 2).

The Route – The Logan Lake South Trail System is a single loop trail system with a few proposed parallel trail sections to add variability and reduce the reliance on permitted or FSR roads. The loop essentially starts the proposed Junction Staging Area and travels south, with views of the Guichon Creek valley and down towards Mamit Lake. The trail then goes west and connects to the Leroy Lakes area. Heading north, the trail connects with Tupper and Gump Lakes and then loops back north and then east to the original staging area. Proposed additional routes include some short sections in the Northeast portion of the trail system, in order to avoid shorter sections of permitted road and to also provide some small, basic loops for more junior users. Proposed trail establishment in the southern section of the trail system is also proposed to allow for 1) a more variable trail experience (steeper more difficult sections), 2) to avoid concentration of use on the transmission line right of way and 3) creation of a loop that can be taken by users that originate at either the north or south side of the trail system. It is important to note that this trail system is located within areas that are used by both the Nicola Valley and Logan lake ATV clubs, and so it is anticipated that use will come from both directions. The whole of the Logan Lake South trail system is currently accessible for both ATV and large OHVs (i.e. side by sides), not including narrow trails due to blowdown or regeneration that may temporarily constrict access levels. It is recommended that Section LLS-D, once established, be ATV (Quad) only given the difficultly level on what will be a relatively steep section of trail.

Once the proposed works near Leroy Lakes is completed, the Logan lake South Trail System will be a trail of low to moderate difficulty (As outlined above, Section LLS-D, once established, is the only exception). Although dependent on the

nature of the trail works and future trail monitoring and maintenance works, trail difficulty is expected to be low to moderate throughout this portion of the trail system.

3.8.2 Sites of Interest

Key Lakes – The Logan lake South trails system passes by a number of lakes that provide nice "pit stop" or camping opportunities. The lakes include Gump, Tupper, Leroy Lakes. Billy Lake is located near to the trail system as well, easily accessible by industry permitted and FSR roads.

Views – In addition to significant lake view experiences (see above) there are many different locations along the proposed trail system provide significant views of the surrounding hillside. One key view is of the Guichon Valley down towards Mamit Lake that is visible from the trail section that goes south from the main staging area. In addition, the southern section of the trail system provides significant western views towards Highland Valley Copper and evidence of current and past mining activity.

Open Forest – The ecosystems of the Logan Lake South trail system provide both open and closed forest experiences, with both old forest and recently harvesting conditions, providing for an interesting and variable trail ride.

3.8.3 Camping

The following camping areas are considered significant assets to the Logan Lake South OHV trail system.

Gump Lake Recreation Site (EXISTS) – The recreation site at Gump Lake has a small area for camping, with the lake known mostly for its large trout, mostly caught on the fly. The lake represents both an opportunity for staging (camping) as well as a site of interest or viewing for OHV travelers along the Logan Lake South trail system

Tupper Lake Recreation Site (EXISTS) – The recreation site at Tupper Lake has a small number of camp sites. The lake represents both an opportunity for staging (camping) as well as a site of interest or viewing for OHV travelers along the Logan Lake South trail system.

Leroy Lakes Recreation Site (EXISTS) – The recreation sites at Leroy Lakes are located along the proposed trail route, or via short jaunts from the loop itself. The recreation site provides camping and OHV staging opportunities in support of OHV use in the area.

Billy Lake Recreation Site (EXISTS) – The recreation site at Billy Lake is a small campsite and fishing lake, that although not along the proposed trail route, provides camping and OHV staging in support of OHV use in the area, that is accessible by taking current permitted or FSR roads west from the Leroy Lakes area.

Ranch and Country Club (MAY DEVELOP) – The lands managed by the Ranch and Country Club, specifically those east of Mamit Lake Road just south of Meadow Creek Road, have been used in the past for out of town ATV campers and would be an effective camping site for connection to the Logan Lake South trail system if a designated highway crossing of Mamit Lake Road is in place. Coordination and alignment with the Ranch and Country Club and the current use of these lands would have to be established and coordinated. See also Section 3.9 for further discussion of this point.

Junction Staging Area (FUTURE OPTION) – The area identified as the Junction Staging Area has the opportunity to also be a site for camping. See discussion below under "staging".

3.8.4 Staging

In addition to the camping areas outlined above, the following additional staging areas are proposed:

Junction (ESTABLISHMENT RECOMMENDED) – Just west of the junction of Mamit Lake Road and Meadow Creek Road (on Highway 97c), a staging area currently exists. Currently the lower area immediately off High 97C is used, although more space is available a few hundred metres up the road (up a relatively steep incline). The upper area is recommended for a staging area, and would require improvement of the access road (short steep section) as well as some improvements at the highway access (preliminary MoT direction). These lands are owned by Highland Valley Copper (Teck) although they are interested in discussions with the District of Logan Lake about possible subdivision of these lands and allocation of the lands to the district to be used for recreation purposes such as this.

This "Junction Staging Area" is also an area that could be

considered for both camping as well as potential for a "Kiddie play area" where young users can develop skill and use a small course or loop area in close proximity to and under general supervision of adults in an adjacent camping and/or staging area. The space exists for all of these activities to take place in his area. The use of the Junction Staging area for a campsite/kiddie play area would need to be coordinated with arrangements regarding the property that is currently owned by Highland Valley Copper (Teck). As well, connectivity should be established between the Kiddie Play area and the overall trail system, avoiding permitted roads, to allow for use by OHV drivers that are under 16 years old.

3.8.5 Connecting Routes

The Logan Lake South OHV trail system does not currently have any proposed connecting routes to the other trail systems. Given the location of the proposed staging area and trail system, there are future opportunities to connect the Logan Lake South area to other trail systems (see Section 3.8.6 Future Trail Planning below).

3.8.6 Future Trail Planning

Opportunities exist to expand and/or connect the Logan Lake South trail system

Establish New Trail within the Project Area – portion of the proposed trail system are located on FSRs and permitted roads. Relocating these sections to non-status roads or designated trails would provide greater opportunity for under-age users and a better OHV experience.

Chattaway Lake and Nicola Valley – connecting the Logan lake South trail system south to Chattaway Lake and beyond represents an opportunity to link in to OHV users, staging and camping areas south from Logan Lake to Merritt. Logan lake South represents an area currently used more by the Nicola Valley ATV club and provides a key opportunity to make a connecting trail system that will benefit both the OHV users staging from the Logan Lake and Merritt areas.

Forge Mountain Connector - through an underpass under Highway 97C west of Logan Lake, to connect to the Spud FSR staging area and from there, the Forge Mountain trail system. Challenges associated with private land and the highway underpass, would need to be overcome to make this connection route a possibility.

Logan Lake Connector – From the trail system just south east of the staging area, there is a route that takes you across Guichon Creek on the Ranch and Country Club grounds. A designated crossing of Mamit Lake Road would provide access to portions of the District of Logan Lake (large field near junction with meadow Creek road and the area in and around the ball fields). Crossing Meadow Creek Road from there would allow access to the proposed "Pumphouse" staging area and trails beyond, connecting to both the Face-Paska and the Forge Mountain trail systems.

South Town Connector – in the future, a connection route south of town could be considered (possible locations were not identified through this planning process). This would connect from the Ranch and Country Club grounds (or lands farther south), heading south and west around town and then North, staying well away from residential areas and the golf course, in order to connect to the East Pit staging area, Municipal Campground and by association, the Face-Paska trail system. Issues with road crossings public and private land and proximity to residential area would all need to be considered.

Designated highway crossings, trail routes through a range of land status areas, and specific connector trails would be required to facilitate connection of the Logan Lake South trail system. Further trail planning effort would need to be undertaken to confirm and further understand the challenges and logistics associated with these connection options.

3.8.7 South Stakeholder Input of Note

Very little specific input was received from stakeholders on the Logan lake South trail system. One item of note included the desire for a ***Town Connection,*** a desire to connect the trail system to the Town of Logan Lake (east of Mamit Lake Road and then North of Meadow Creek Road), as identified by a number of stakeholders. This input is specific to certain components of the trail system and does not represent a comprehensive list of input received, nor does it focus on the positive and supportive feedback provided for the proposed trail system.

3.9 Proposed District of Logan Lake Trail Connections

In support of the District of Logan Lake's desire for the region to be a ATV tourism destination, and to fully realize the economic benefits of this in the town, allowing ATV users to access both the municipal campground as well as the general business district should be considered. If this is not realized, it does not put the overall trail system at risk, although it will detract from the draw to the Logan Lake region as well as it will likely reduce the economic benefit that may be realized by the town.

Access to the DLL can be facilitated in a focused and well managed approach. A number of access points can be considered, in relation to key staging and camping areas. Components of this strategy are outlined below and should be viewed in concert with the maps found in Appendix 2.

The different aspects of the proposal outlined below is being considered by the District of Logan Lake and should not be considered a final plan for implementation, but a proposal that is currently undergoing further consultation (by the District of Logan Lake) that will likely modify and clarify the plan moving forward.

Access from Chartrand Area – To access the town from the Chartrand area (and from this, the rest of the Face Paska trail system), an underpass is required under Meadow Creek Road.

- ***OPTION 1*** is an underpass that currently exists east of town, but is currently predominantly used for seasonal cattle movement that would be significantly impacted by increases in OHV use in the area during this cattle movement. Trail construction to facilitate Option 1 is relatively easy, when compared to Option 2 below. Trail location was not confirmed through this planning process, but would need to be established and recognize grazing leases, private land, fencing, and MoT road designations in the area. Implementation of this Option would bring significant challenges at the current underpass, specifically creating issues with cattle movement, generally during spring and fall timeframes.
- ***OPTION 2*** is the construction of an underpass closer to the town of Logan Lake that is more directly related to the East Pit Staging area (see below) as well as the municipal campground. An underpass closer to town could generally be of greater benefit to the town than one farther away, but it will require significant capital investment. An underpass, i.e. one located near the East Pit area, would also require relatively challenging trail construction as well as fencing, north of Meadow Creek Road from the underpass, east to the Chartrand FSR (a proposed OHV Staging area and access to the Face-Paska trail system). This section of trail would need to respect the adjacent cross country ski trails (motorized closure areas) as well as the rifle range (trail would cross the access road to the rifle range). An underpass in the vicinity of East Pit or the Municipal Campground may also support other benefits for the town, including, for example, a walking trail from the town centre, north of Meadow Creek Road to the underpass area, to the Municipal Campground (creating another walking/hiking loop in the town.

Access from Logan Lake South Trail System - From the Logan Lake South trail system, south east from the proposed *Junction* staging area, there is a route that takes you across Guichon Creek on the Ranch and Country Club lands. A designated crossing of Mamit Lake Road would provide access to portions of the District of Logan Lake (large field near junction with Meadow Creek Road in the vicinity of the ball fields). Crossing Meadow Creek Road from there would allow access to the proposed Pumphouse Staging area and both the Face-Paska and Forge Mountain trail systems (see Access from Jack Lake/Guichon Area below). This route would require coordination with the Ranch and Country club and may be considered incompatible with equestrian use on these lands. It would also potentially require multiple designated highway crossings (Mamit Lake Road and Meadow Creek Road).

Access from Guichon/The Hub – With a designated highway crossing from the Guichon/Rabbit Run Staging area and south from the proposed Hub Camping area, the proposed trail system goes south into the western parts of Logan Lake, to a proposed Pump House staging area near the Junction of Meadow Creek Road and Mamit Lake Road. Although this does not inherently provide access to the business district of Logan Lake, there are also opportunities to facilitate this through construction of an access routes that would parallel Meadow Creek Road.

Access to the Town Centre – To fully realize economic benefits from OHV use into the District of Logan Lake, further connection into the town centre could be considered. Options to do this are challenging given current levels of development and the current location of residential and recreational areas. Three options are outlined below. Detailed investigation of each of these options was not carried out through this project, but could be generally considered by the district as described.

- ***OPTION 1 – East Pit and along the Lake -*** A trail from the East Pit or Municipal Campground area that then traverses the area immediately south of Logan Lake itself, terminating near the skateboard park, was included in the original plan outlined at the open house. Given the current use of the area, environmental conditions, "constricted" trail location between the golfcourse and the lake, and the input received through the open house and stakeholder engagement, this option is not recommended.
- ***OPTION 2 – East Pit and around the Golf Course*** - A trail that goes from the East Pit area and goes around the golf course that then terminates in the vicinity of the skateboard park. This trail would need to go beyond that of the route proposed at the open house as the option presented stayed too close to the golf course, and did not provide a desired buffer between the trail and the golf course.
- ***OPTION 3 - From East Pit and Around the Town –*** A trail that goes from the East Pit area and goes around the town, to access the town centre from the west. Trail would have to circle far enough away from the golf course and residential areas on the south side of town and then be routed in some fashion north, paralleling the utility

ROWs or Mamit Lake Road towards the areas of the ball fields and the Pump House staging area. See also Option 4 below.

- ***OPTION 4 – From the Pump House Staging Area*** - A trail from the west (i.e. from the proposed Pump House staging area). This would require a trail to essentially parallel the Meadow Creek Road in some fashion to allow access to the commercial areas west of town (and the town centre if desired). This would require the establishment of a "parking area" at the terminus of the trail.

Municipal Campground – A municipal campground expansion is planned and could be integrated with the proposed trail connection and east pit staging area. This integration could include

- Providing some opportunities for "open camping" where multiple larger "toy hauler" RV units could camp together. This could also be facilitated in the East Pit area, if the Municipal Campground did not have the space.
- Design for and allowing OHVs to travel from their campsites via the campground roads or adjacent trails, to the East Pit area, connecting to the underpass and then beyond. This would require a designated crossing of the East Pit Road (MoT road). The same policies could possibly allow golfers to travel in their golf carts, from their campsites, through the campground, to the golf course.

East Pit Staging Area – The East Pit is an inactive Ministry of Transportation gravel pit and is a viable option for ATV staging given its proximity to the town, the space available and the access to the Face-Paska trail system (via the proposed underpass). The East Pit could be used in conjunction with the Municipal Campground, if driving OHVs directly from the campground is not facilitated (Camp in the campground and stage vehicles at East Pit).

Management of OHV Use Within the District - Management of OHV use within the district boundaries could be managed to include speed limits and ***idle only*** policy. This will reduce overall noise and reduce safety risks that generally are associated with increased use. There are a range of policy and approaches that other municipalities have used to coordinate and manage OHV use that could be investigated and employed where fitting in the District of Logan Lake.

4 Recommendations

The Logan Lake Area OHV Trail planning process tackled a very large area (over 35,000 Ha) and a broad scope of stakeholder input in order to identify a plan for OHV trail system in the area around Logan Lake. The plan provides recommendations for three distinct trail systems, significant trail length (317 km) and a potentially significant amount of effort and funding in order to fully implement the trails plan. Despite this, the plan provides for a stepped out approach to the implementation of the trail system. A phased approach is recommended, with implementation being driven by the amount of focus that could be brought to bear on the establishment of the trail system, including funding, volunteer time, political will, etc. This stepped out approach includes the following recommendations:

4.1 District of Logan Lake Trail Connections

A high level stepped out approach to resolve the current plan for OHVs within the District of Logan Lake is outlined below. The results of this process will influence the plans for each of the three individual trail systems. The implications of imminent direction from the District of Logan Lake has not been fully reflected in the plans for each of the trail systems. Given this, when input is received from the District of Logan Lake, the plans should be updated accordingly.

Phase 1 – OHV Planning within the District Boundaries

- **Step 1 - Confirmation of Intent**
  - Continued discussions facilitate by the District of Logan Lake to approve in principle the direction it would like to go to facilitate OHV activity in the town, access routes to town, construction of an underpass and related trail, etc. To be completed or facilitated by the District of Logan Lake
- **Step 2 - Site Specific Planning**
  - Completion of concept plans for the approved OHV trail systems within the District. Concept plans would confirm complexities, costs, etc. of the works selected. To be completed by the District of Logan Lake in collaboration with Recreation Sites and Trails B.C. and the local ATV Clubs or other funding partners.

Phase 2 – Implementation of Works

- **Step 1 - Complete Works**
  - Complete works as identified and prescribed, considering potential breath of funding partners, proponents and government agencies to be involved.

4.2 Face-Paska Trail System

The Face-Paska trail system includes a significant number of sites and/or trail sections that require work before any concentrated use should be facilitated. Given this, planning around the nature of the work and which sites should be prioritized, should to be completed prior to the trail system being designated and marketed. To this end, the following phased approach is recommended.

Phase 1 – Trail Works Planning

- **STEP 1 – Develop Site Plans/Prescriptions**
  - Conduct assessments of key sites identified in the plan ("Work Required") and develop site plans/prescriptions and finalize costs estimates for the associated works. Create shovel ready projects that can be brought forward as funds or volunteer contributions (funds, in-kind contributions or time) come available.
  - Key trail sections, where work is required[6] are included include in Table 2 (see Appendix 1 and 2 for additional detail):

Table 2. Summary of Phase 1 Work Required on the Face Paska Trail System.

Area	ID	Recommended Actions
Logan Lake	FP-A	Locate and establish specific trail location to connect to town centre
Logan Lake	FP-B	Locate and establish specific trail location from east pit around golf course to connect with FP-A
Logan Lake	FP-C	Locate and establish trail to connect with proposed underpass and Chartrand staging area. Note ravines, ski trails, rifle range and Highway Right-of-Way.
Chartrand	FP-D	Connect Chartrand Staging area to trail with small section of new trail (to avoid Chartrand FSR). Deactivate trail from Chartrand FSR to WHA to 4WD status. Relocated road/trail within the WHA. Address small areas of surface erosion (waterbars) and current blowdown. Construct creek crossing NE of FP-1 across creek.
Chartrand	FP-E	Clear trail of blowdown and re-establish trail with minor works within the cutblocks on the North. Confirm if any creek crossings or wet areas on this new section.
Chartrand	FP-G	Establish crossing or alternate route around wetter spots and crossing of ephemeral (?) creek. Relocate steeper section coming out of low spot/crossing.
Chartrand	FP-J	Establish a trail east and then north from Dry Lake that side slopes up the bank. Specific trail location and design required. To avoid hill climbs from east end of Dry Lake. Will require one creek crossing.
Chartrand	FP-N	Address 2-3 wet area crossings and short sections of rutting and surface erosion.
Wyse	FP-P	Develop overall trail system plan around Wyse Lake to address current wetland crossings and trail braiding issues. Likely involve relocation and/or crossing structures. Establish Creek crossing on eastern end of section.
Face	FP-S	Establish trail adjacent to Dominic Lake Road (Main haul road) and specific crossing of main road. Then establish trailon block roads/ within new harvesting in order to connect to road west of Face Lake.
Face	FP-T	Address surface erosion on steeper sections, address water ponding areas (including at north end of northwest arm of Face Lake).
Greenstone	FP-AD	Complete detailed assessment of section and erosion and prescription if needed. Complete works if fitting.
Durand	FP-AG	Address wet area with appropriate drainage. Develop crossing or stabilize ford crossing of creek at outflow of Durand Lake. Address surface erosion on section NW of lake (drainage structures).
Durand	FP-AK	Evaluate re-alignment to address steep section and cobble/boulder section. At the least monitor use and impacts for this section. Note - alternate route south of Durand Lake for some users.
Chartrand	FP-AQ	Locate and establish short section of trail to close loop (Localized clearing of regen may be all that is required). Install rec guards (3-4) at gates along fence that is being paralleled.
Chartrand	FP-AT	Assess current use and access needs. Establish crossing of Chartrand Creek (4WD or ATV only?). Will likely require fencing or obstructions to avoid crossing of creek in vicinity of new bridge crossing.
Chartrand	FP-AU	Detailed prescription to address issues along this section. Re construct some sections, relocate some sections, crossing structures on wet draws.

[6] Trail sections where "work is required" refers to specific sections that require more significant work to address key issues of concern (i.e. significant wet spots, surface erosion, stream crossings, trail sections that are currently not passable, etc.). The remainder of the trail system will continue to need monitoring and maintenance activities, and over time, with or without increased used, other trail related works may become evident.

Table 2 Cont'd

Area	ID	Recommended Actions
Jacks	FP-AV	Address surface erosion in vicinity of Jacks Lake
Jacks	FP-AW	Address surface erosion in vicinity of Jacks Lake
Jacks	FP-AX	Establish creek crossing or re-establish solid ford. Address surface erosion at south end. Rec guard/cattle guard at gate along this section.
Jacks	FP-AZ	Re-establish trail base/surfacing through wet section.
Jacks	FP-BC	Clear blowdown and regen to re-establish trail sections (western portion). Address drainage and rutting on road surface for much of section. Bridge across outflow of Jacks lake (currently a ford. Access control likely needed in wide open/heavily grazed areas near Jacks Lake.
Guichon	FP-BD	Address areas of water on surface (erosion and ponding) east of gasline. Realign and construct new trail section immediately east of Tunkwa Road, to access trail at the gasline. Deactivate old trail that goes up ravine. Also address (deactivate) hill climbs that exist at gasline crossing.

- In addition to the trail sections or sites above, the following items should also be considered in the planning and prescription development
  - Expansion of ***Chartrand*** staging area and establishing the associated trail connector
  - Confirmation of and establishment of ***The Hub*** camping and staging area.

- **Step 2 - Develop Implementation Plan**
  - Based on the results of Phase 1, develop an implementation plan that will prioritize the planned works and facilitate the securing of funds to complete the works.
- **Step 3 – Develop Signage Plan**
  - Develop plan for signage that can be implemented as the works are completed on the Face-Paska trail system. Trail marker location and installation could be driven by the local ATV club based on standards and guidance provided by this plan and Recreation Sites and Trails B.C. Staging, camping and other key locations will require trail system signage to support the user experience.

Phase 2 – Complete Trail Works and Establish Trail

- **Step 1 - Complete works**
  - Complete works for priority sites or priority trail sections where work is required
- **Step 2 – Signage**
  - Implement signage for the trail sections established

4.3 Forge Mountain Trail System

The Forge Mountain trail system has some key sites that require work in order to consider the trail system ready for increase OHV use. The completion of these works, combined with signage and mapping could fairly quickly provide an extensive trail system available for marketing to ATV user groups. There are also recommendations for the establishment of alternate trail routes, in order to further improve the trail riding experience and remove the trail route from permitted roads where possible.

In addition to the works outlined below, effort should be made to secure approval for OHV crossings on Ministry of Transportation roads (Motor Vehicle Act amendment), as when this is in place, the work can be carried out to secure a portion of the Guichon Creek/Rabbit Run gravel pit as a staging area, to connect this to the Forge Mountain trail system and to facilitate a connection east to the Face-Paska trail system.

Phase 1 – Trail Works Planning

- **Step 1 – Develop Site Plans/Prescriptions for Key Sites**
  - Conduct assessments of key sites identified in the plan ("Work Required") and develop site plans/prescriptions and finalize costs estimates for the associated works. Create shovel ready projects that can be brought forward as funds or volunteer contributions (funds, in-kind contributions or time) come available.

- Key trail sections, where work is required[7] are included in Table 3 (see Appendix 1 and 2 for additional detail):

Table 3. Summary of Phase 1 Work Required on the Forge Mountain Trail System.

Area	ID	Recommended Actions
North Forge	FM-AD	Close old (current) route through wet spot and properly establish new route adjacent (above). Investigate this section in the spring to determine requirements of other possible wet areas in the vicinity.
Guichon	FM-AF	Re-establish side hill trail, address water on road and wet area crossings. Consider crossing of stream (currently stable ford).
Canyon	FM-AG	Address localized surface erosion. Install creek crossing or solidfy ford at southern end (at block boundary)
Guichon	FM-AN	NOTE – ALTERNATE ROUTE ONLY. Rec guard required at fence. Establish trail at bottom end. Connect to bridge across Guichon (relatively narrow at this location under the transmission line) and to alternate staging areas along Tunkwa Road.
Tunkwa	FM-AP	NOTE – action to be considered by BC Parks to address significant lengths of wet areas and a number of creek crossings along section within the park, including crossing Guichon Creek (bridge?). Likely to involve general trail grading for a large section of the length, culvert installations, etc. Generally need to develop plan for crossings, wet areas and other trails that are currently being used in the park in order to manage impacts and ensure sustainability of use.
Bose	FM-E	Two small creek crossings at north end of section. Crossing with either small bridges, culverts or fords. Address minor erosion and surface drainage issues in section.
North Forge	FM-X	Establish small bridge/crossing on creek. Address minor issues with water on surface/ponding throughout this section (drainage structures, fords or boardwalks on 2-3 key wet spots).
North Forge	FM-Z	Construct connection to FM-AC at south end of section. Re-establish surface, or re-route along wet areas in this section.

- In addition to the trail sections or sites above, the following items should also be considered in the planning and prescription development
  - Expansion of ***Spud FSR*** staging area and establishing the associated trail connector
  - Expansion of the ***Bose Lake Rec Site*** for expanded camping purposes, and improvement of access road into the current campground at Bose Lake Rec Site.
  - Confirmation of and establishment of ***The Hub*** camping area.

- **Step 2 – BC Parks – Works within Tunkwa Park**
  - Confirm need for works and support planning of works by BC Parks within Tunkwa Park, as fitting.
- **Step 3 – Develop Signage Plan**
  - Develop plan for the Forge Mountain trail system. Trail marker location and installation could be driven by the local ATV club based on standards and guidance provided by this plan and Recreation Sites and Trails B.C. Staging, camping and other key locations will require trail system signage to support the user experience.

Phase 2 – Complete Key Trail Works and Establish Trail

- **Step 1 - Complete works**
  - Complete works for key sites/trail sections.
- **Step 2 – Signage**
  - Implement signage for the Forge Mountain trail system

Phase 3 – Trail System Improvements

- **STEP 1 – Develop Site Plans/Prescriptions for Alternate Trail Routes**
  - To improve the trail experience and move the trail from permitted road, conduct assessments of alternate trail routes, develop site plans/prescriptions and finalize costs estimates for the associated works. Create shovel ready projects that can be brought forward as funds or volunteer contributions (funds, in-kind contributions or time) come available.

[7] Trail sections where "work is required" refers to specific sections that require more significant work to address key issues of concern (i.e. significant wet spots, surface erosion, stream crossings, trail sections that are currently not passable, etc.). The remainder of the trail system will continue to need monitoring and maintenance activities, and over time, with or without increased used, other trail related works may become evident.

- Key trail sections, where work is required in order to establish Phase 2 trails are included Table 4 (see Appendix 1 and 2 for additional detail):

Table 4. Summary of Phase 2 Work Required on the Forge Mountain Trail System.

Area	ID	Recommended Actions
Guichon	FM-AJ	Clear old roads and trails to re-establish portion of this section. Connect trail through construction of southern section to avoid permitted road and take advantage of ridges for views and trail experience.
Guichon	FM-AL	Clear blowdown and regen to re-establish the route.
Forge	FM-O	Re-establish access at south end to FSR, establish two creek crossings (will require bridges or culverts – Note - Highand Valley Copper water quality concerns). Do this to avoid main haul roads.
Forge	FM-P	Re-establish trail with grading, clearing of blowdown and regen on trail and rec guards at fencelines. Some sections of re-establishment of construction (i.e. north end). O this to avoid main haul roads.
Forge	FM-U	From south, utilize new block road deactivated to ATV (widen for side by sides), connect trail to old road and reconnect at north end to existing road. Some trail clearing (blowdown, regen and blocks) and sections of establishment on middle and north ends)

- Include changes to signage in the plans/prescriptions.

- **Step 2 - Complete works**
  - Complete works for priority sites or priority trail sections
- **Step 3 – Signage**
  - Implement signage updates for the new trail sections established.

4.4 Logan Lake South Trail System

Phase 1 – Trail Works Planning

- **Step 1 – Resolve Junction Staging Area**
  - The proposed staging area is on private land (owned by Highland Valley Copper) and within the District of Logan Lake (bylaw prohibiting OHV activity). Highland Valley Copper is interested in conversations with the District regarding the property.
- **Step 2 – Develop Signage Plan**
  - Develop signage plan for the trail system. Trail marker location and installation could be driven by the local ATV club based on standards and guidance provided by this plan and Recreation Sites and Trails B.C. Staging, camping and other key locations may require trail system signage to support the user experience.

Phase 2 – Complete Works on Junction Staging Area

- **Step 1 - Complete works**
  - Complete works for staging area as determined
- **Step 2 – Signage**
  - Implement signage for the trail system

Phase 3 – Trail System Improvements

- **STEP 1 – Develop Site Plans/Prescriptions for Alternate Trail Routes**
  - To improve the trail experience and move the trail from permitted road, conduct assessments of alternate trail routes, develop site plans/prescriptions and finalize costs estimates for the associated works. Create shovel ready projects that can be brought forward as funds or volunteer contributions (funds, in-kind contributions or time) come available.

- Key trail sections, where work is required in order to establish Phase 2 trails are included Table 5 (see Appendix 1 and 2 for additional detail):

Table 5. Summary of Phase 2 Work Required on the Logan Lake South Trail System.

Area	ID	Recommended Actions
Guichon View	LLS-B	Clearing of blowdown and regen to re-establish trail width on old road surface. Cattleguard at fence crossing.
Junction	LLS-D	Clearing of blowdown and regen to re-establish trail width. Ensure surface drainage structures (Xditches and waterbars) are in place and functioning. May need to consider one way route (heading east).
Junction	LLS-E	Re-establish trail by clearing blowdown, minor clearing of debris through new cutblock.
Leroy Lakes	LLS-M	Consider need for bridge/crossing at the east end of this section at the top of wetland.

- Include changes to signage in the plans/prescriptions for Phase 2 works.

- **Step 2 - Complete works**
  - Complete works for Phase 2 trail sections
- **Step 3 – Signage**
  - Implement signage updates for the new trail sections established.

4.5 Cost Estimate for Works

A range of different works are required for the trails systems in all three project areas. The types of works can generally be categorized as 1) new trail construction, 2) trail re-establishment (trail surface rebuild) 3) trail clearing (blowdown, regen, minor drainage maintenance) and 4) crossings (of both wet areas or streams). Approximate costs for each of these areas are included below to support planning for the works outlined in the plan. It is important to note that the $/m or $/site provided below are generalized and are only to be used for general cost estimation.

1. New Trail Construction – only small areas of new trail construction are required across the three project areas, although rerouting some of the trails (new construction) around current wet areas may also be more viable site specific options when compared to addressing drainage and elevating the road surface in and around some of the wet areas. In general, trail construction of an ATV/OHV trail would be completed for $15 – 25/metre. The greater the drainage issues, rock or side slope, the more difficult and costly the construction.
2. Trail Re-establishment – where the surface of a trail or old road is currently too wet, rutted, or deactivated, it may need to be re-established in order to sustainably support significant OHV use. Although this effort is generally less complicated or costly than new construction, rerouting trail sections may also need to be considered. Given this, the same $15 - $25/metre costs are recommended for estimating purposes.
3. Trail Clearing – where an old road or trail is being proposed as the OHV route, it may not be currently passable due to blowdown and/or tree and brush growth on the road. In these cases, the clearing of these trails may be all that is required to establish the route. This activity is one that is more readily aligned with volunteer crews or clubs that are interested in supporting the initiative. Although there does not appear to be solid per metre costs readily known for this type or work, it is not expected to be less than half the cost of trail development. A cost of $10/metre could be used to support cost estimation.
4. Stream[8] Crossings – the approach to stream crossings is almost as variable as the crossings themselves. The utilization of culverts, where viable, should be used in order to reduce the overall cost. Where a bridge is required, the longevity of the crossing is likely the largest decision that will influence the costs of an OHV stream crossing. Another key factor in the case of the trails in and around Logan Lake is that a number of the crossings are not easily accessible above an OHV level, and so having to re-establish access for vehicles to transport larger material (i.e. concrete and steel structures) is not recommended. In these cases, material that can be brought in on OHV/trailers or by a mini excavator is more desirable. In these cases, the structures will then be based on either timbers or logs brought in, or created from materials on site. Regardless, it is recommended that site specific plans be developed for each of the crossings identified. Crossings may also need to be considered for some of the wetter areas, where re-route options are not viable.

[8] Stream assessments to confirm stream class and fish presence have not been completed for the streams identified in the plan (See also 4.7 Environmental Assessment).

A majority of the stream crossings identified in this plan are small streams (i.e. 1-2 m) that will require smaller crossings spans, where a culvert is not a viable option. Where a small bridge is required, the cost for these crossings could range from $10,000 - 15,000, dependent on the design and availability of local or donated materials.

Two additional crossings of note are those on Chartrand Creek. The upper crossing (southern end of Trail Section FP-AT) will be the most complex and costly given the nature of Chartrand Creek at this location. This crossing is current a 4WD ford where users currently drive into and then along the creek (Note: the creek was dewatered at time of field assessment in October 2012). The lower crossing of Chartrand Creek (western end of Trail Section FP-AU) is currently an ATV bridge that is in need or replacement.

A number of the proposed works include clearing or minor surfacing works that could be completed by local or supporting OHV clubs or other individuals or groups that may be interested in supporting the OHV trail system initiative around Logan Lake. Any "in kind" support such as this can have a significant impact on the costs that could be incurred.

In all cases, when work is carried out, guidance from this plan and supporting OHV and ATV trail design documentation should be made available to the crews. In some cases, trails being proposed for "trail clearing" will need to be assessed prior to or as this clearing work is being carried out to identify if further work may be needed to address drainage or more significant issues with the proposed route.

4.6 Signage

Signage is one of the simplest ways to improve the OHV trail ride experience as well as help to manage OHV use across a landscape. Signage for the Logan Lake Area OHV trail system should consider both large signs at all camping and staging areas as well as signage along the trails to identify where users are at a given point as well as provide direction at junctions and other locations.

4.6.1 Trail System Maps

Overall system maps, with the typical "You are here!" should be located at each camping/staging area and should be available on-line and for purchase at local establishments and the local travel information centre. These maps/signs provide context for users and also provide an opportunity to educate users regarding

- the overall trail system and potential routes or trips that could be considered
- description of trail signage that is used along the trail
- overall OHV trail etiquette
- mention of the need to clear trail blowdown and guidance on how best to complete this
- process to notify trail managers if any trail maintenance issues are identified by users
- reference to online source for maps and trail GPS files

The ATV Association of B.C. has a template developed that addresses many of the items identified above.

4.6.2 Trail Signs

Recreation Sites and Trails BC has based trail signage standards that should be considered for the development of signs for the trails in and around Logan Lake. Simplified signage should also be considered that provides trail users clear confirmation of trail location (i.e. symbol that essentially says "you are on currently on a designated trail") as well as trail direction (i.e. symbol that essentially says "the trail goes to the left at this junction"). Some simple icons or symbols can be used for these purposes that become recognized in the area. This allows for cost effective means to sign the trail.

4.7 Environmental Assessment

Although an intensive field component was implemented by the project team in the development of the trail plan, detailed environmental assessments of wetlands and stream crossings was not completed. Given this, when prescriptions are developed or remedial work is complete in and around water, wetlands and streams, additional effort is required to confirm sensitivities, fisheries values, water values, etc. The assessment of these values and conditions may influence the proposed prescriptions.

All field assessments completed through the development of this plan, were completed in extremely dry conditions late in the fall of 2012. Evidence of water and wet conditions that may have existed earlier in the year, was considered during this field work. Despite this, specific attention should be given to monitoring the presence of water (ponding and running on the surface of the trails) whenever any prescription work and/or more formal monitoring of the trails is completed by local ATV clubs or trail managers.

Example Stream Crossing/Ford (Dry)

5 References

Brown, D. 2011. Logan Lake Trails Inventory. Completed by Copper Ridge Consulting Ltd. for the Tunkwa Duffy ORV Committee. Recreation Sites and Trails B.C.

Yates, Thorn and Associates. 2002. District of Logan Lake Recreation and Tourism Master Plan.

Appendix 1 – Trail Section Tables

Appendix 1 - Logan Lake OHV Trail Plan - Trail and Site Details

Project Area	Area	Component	ID	Trail Base	Difficulty	Views and Sites of Interest	Sustainable Use?	Current Condition	Recommended Actions
Face/Paska	Logan Lake	Camping&Staging	C10			Lake, town, views	Green	Logan Lake Municipal Campground	
Face/Paska	The Hub	Camping&Staging	C11				Yellow	Old gravel pit. Sustainability needs to be confirmed.	Cmplete detailed assessment of site, risks, conditions to meet staging/camping need
Face/Paska	Face Lake	Camping	C12				Green	Small rec site for camping. Small hike to rock bluff on lake.	no action. Consider as ATV camping only.
Face/Paska	Dairy Lake	Camping&Staging	C14			Lake, views	Green	Two rec sites - north and south	
Face/Paska	Dominic Lake Resort	Camping&Staging	C15			Lake, views	Green	May be future site of ATV/OHV camping or staging	
Face/Paska	Mile High Resort	Camping&Staging	C7				Green	Resort - camping and cabins. Currently direct links to the trail system.	None.
Face/Paska	Jacks Lake	Camping	C8				Yellow	ATV camping only. Currenlty used for camping. Access to camping area to the east crosses dry bed	Improve overall access and erosion management in vicinity of Jacks Lake. Possible creek crossing needed on east access point.
Face/Paska	Paska	Camping&Staging	C9			Lake, views	Green	Paska Lake Rec Site	Expand campground to include larger camping areas for ATV staging. Create ATV Staging Area
Face/Paska	Chartrand	Point of Interest	FP-1			lake/wetland, evidence of past use		Was earth fill dam that has historically blown out.	
Face/Paska	Chartrand	Point of Interest	FP-2			Dry Lake - lake, open grassy slopes, aspen glade, wetlands			
Face/Paska	Chartrand	Point of Interest	FP-3			old log cabin, just off main trail			
Face/Paska	Dairy	Point of Interest	FP-4			East Dairy lake - lake and open forest		Note - earth fill dam.	
Face/Paska	Durrand	Point of Interest	FP-5			Durrand lake - lake, stream		Note - earth fill dam.	
Face/Paska	Logan Lake	Trail	FP-A	Trail	Easy	Logan Lake, town, campground	Yellow	Currently used as walking trail and frisbee golf area. Integration with other uses would have to be considered. Note section along golf course near campground - wetter areas, space constricted.	Specific trail location and design would have to be identified to integrate with users and address wetter areas, proximity to golfcourse, other users, etc.
Face/Paska	Greenstone	Trail	FP-AA	Road	Easy		Green	Industrial Branch Road	None
Face/Paska	Greenstone	Trail	FP-AB	Old Road	Easy		Green	Old industrial road brought down to ATV width	None
Face/Paska	Greenstone	Trail	FP-AC	Road	Easy		Green	Industrial branch road	None.
Face/Paska	Greenstone	Trail	FP-AD	Trail	Difficult	Greenstone Mountain, significant views	Red	Extremely steep ATV trail to top of greenstone mountain. Very rocky with surface erosion down trail.	Examine options to address erosion, relocate trail (side slope?). Very steep terrain. Note - can also access summit through main road (Segment FP-AE). Note multiple use (ATV and motorcycle) on this trail and off of the summit.
Face/Paska	Greenstone	Trail	FP-AE	Road	Easy	Greenstone Mountain, significant views	Green	maintained access road to summit	None.
Face/Paska	Dairy	Trail	FP-AF	Road	Easy	Views	Green	Main haul road	None.
Face/Paska	Durand	Trail	FP-AG	Old Road	Easy	Lake, views	Red	Crosses earth dam and control structure at Durand lake (not ideal). Wet spot and outflow creek crossings near Durand lake. Significant surface erosion northwest section of trail.	Address wetspot with drainage, crossing of creek at outflow of Durand (currently well armoured so re-establish approaches or construct crossing) and address surface erosion on section NW of lake with drainage structures.

Project Area	Area	Component	ID	Trail Base	Difficulty	Views and Sites of Interest	Sustainable Use?	Current Condition	Recommended Actions
Face/Paska	Dairy	Trail	FP-AG1	Road	Easy		Green	Industrial branch road. Connection route to avoid difficult section north of Durand Lake.	Confirm conditions on road as limited vreview occurred.
Face/Paska	Dairy	Trail	FP-AH	Old Road	Easy	lake views, lake access, rec site	Green	Some erosion at rec site access.	Address surface erosion on access road to rec site
Face/Paska	Dairy	Trail	FP-AJ	Road	Easy	lake views, lake access, rec site	Green	Some erosion at rec site access.	Address surface erosion on access road to rec site
Face/Paska	Durand	Trail	FP-AK	Trail	Difficult	tight trail, links to trail system north to Duffy Lake	Yellow	Some steep very rocky sections on western part of section.	Evaluate re-alignment to address steep section. At the least monitor use and impacts for this section. Alternate route south of Durand Lake for some users.
Face/Paska	Durand	Trail	FP-AL	Road	Easy	Views	Green	Industrial branch road	None.
Face/Paska	Durand	Trail	FP-AM	Old Road	Easy	Views	Green	Old industrial road brought down to ATV width	Clean up loose rock from tread to smooth out riding experience and allow for users to take in views.
Face/Paska	Chartrand	Trail	FP-AN	Road	Easy	Views	Green	Industrial Branch Road	None.
Face/Paska	Chartrand	Trail	FP-AO	Road	Easy	Views	Green	Industrial Branch Road	None
Face/Paska	Chartrand	Trail	FP-AP	Road	Easy	Views	Green	Main haul road	None.
Face/Paska	Chartrand	Trail	FP-AQ	Old Road	Easy	Localized views, sections of nice tight trail. Some regen blocking.	Green	Small areas of ponding. Trail not connect all the way through.	Establish short section of trail to close loop. Localized clearing of regen. Rec guards (3-4) at gates along fence that is being paralleled.
Face/Paska	Chartrand	Trail	FP-AS	Road	Easy		Green	Industrial branch road	None.
Face/Paska	Chartrand	Trail	FP-AT	Old Road	Easy	Creek crossing	Red	Road fine. Crossing of Chartrand Creek. Heavily used. Currently a ford that goes down the creek for 20-30 m. Some surface erosion and localized ponding and road braiding on either side of ford.	Establish crossing of Chartrand Creek (note heavy use by 4WD vehicles right now). Will require fencing or obstructions to avoid crossing of creek in vicinity of new bridge crossing.
Face/Paska	Chartrand	Trail	FP-AU	Old Road	Moderate	Views, key connecting route.	Red	Sections of signfiicant ATV rutting, surface erosion, significant trail braiding, number of wet spots/holes, etc. Most of issues in old harvested areas (eastern section). ATV bridge replacement at the west end of section. Blowdown issues in western portion of section.	Detailed prescription to address issues along this section. Re construct some sections, relocate some sections, crossing structures on wet draws
Face/Paska	Jacks	Trail	FP-AV	Old Road	Easy	Lake, views, open forest trail	Yellow	Localized areas of significant surface erosion in southern portions.	Address surface erosion in vicinity of Jacks Lake
Face/Paska	Jacks	Trail	FP-AW	Old Road	Easy	Lake views, open forest trail	Yellow	Localized areas of significant surface erosion in southern portions.	Address surface erosion in vicinity of Jacks Lake
Face/Paska	Jacks	Trail	FP-AX	Old Road	Easy		Red	Along fenceline, one crossing area with braided crossing. Fairly well armoured. Sections of erosion at south end of section along fenceline	Estabish creek crossing or re-establish solid ford. Address surface erosion at south end. Rec guard/cattle guard at gate along this section.
Face/Paska	Jacks	Trail	FP-AZ	Trail	Easy		Green	Trail section connecting route. Area of wet/cordoroy (north end of section).	Re-establish trail base at wet section.

Appendix 1 - Logan Lake OHV Trail Plan - Trail and Site Details

Project Area	Area	Component	ID	Trail Base	Difficulty	Views and Sites of Interest	Sustainable Use?	Current Condition	Recommended Actions
Face/Paska	Logan Lake	Trail	FP-B	Trail	Easy	Logan Lake, town, campground	Green	Open forest, some old skid trails, no real road or trail in place	Specific location to be identified and trail established. Use this route to avoid wetter constricted area between golf course and lake.
Face/Paska	Jacks	Trail	FP-BA	Trail	Easy	Wetland views	Green	permitted trail in closure (confirm)	None.
Face/Paska	Jacks	Trail	FP-BB	Road	Easy		Green	Main industrial haul road - permitted vehicular traffic through closure area.	None.
Face/Paska	Jacks	Trail	FP-BC	Old Road	Easy	Wetland views	Green	Minor areas of surface erosion or potholes. Significant erosion near Jacks Lake. Outflow of Jacks Lake is crossed by trail (ford now).	Clear blowdown and regen to re-establish trail sections (western portion). Address drainage and rutting on road surface for much of section. Bridge across outflow of Jacks lake. Access control in wide open areas here.
Face/Paska	Guichon	Trail	FP-BD	Old Road	Moderate	Valley Views	Red	East of gasline: localized water ponding and trail braiding, minor surface erosion on steeper sections. Rec Guard at fence crossing. West of gasline: significant erosion and improper trail location immediately east of Tunkwa road	Address areas of water on surface (erosion and ponding) east of gasline. Realign and construct new trail section to access trail at gasline location. Deactivate old trail. Also address hill climbs that exist at gasline crossing.
Face/Paska	Guichon	Trail	FP-BE	Old Road	Moderate	Valley Views	Green	Use this access if staging on Tunka Road North or South.	Confirm location and challenges if staging on Tunka Road is used along with crossing
Face/Paska	Logan Lake	Trail	FP-BF	Road	Moderate	Connecting trail	Green	Access to town along gasline. Assessment not completed.	Confirm condition and treat/maintain as needed
Face/Paska	Logan Lake	Trail	FP-C	Trail	Moderate		Green	Does not exist. Gullied terrain north of highway.	Locate trail to connect with proposed underpass and Chartrand staging area. Note location to respect ravines, ski trails, rifle range and Highway Right-of-Way. Specific location to be confirmed.
Face/Paska	Chartrand	Trail	FP-D	Old Road	Easy	Open forest, aspen glades, lakes and valley views	Yellow	Connectivity of trail to Chartrand Stage is up the main FSR. Trail from Chartrand FSR is stable old road, small sections of surface erosion, traverses Wildlife Habitat Area. Creek crossing (logs, wet) NE of lake - NW of FP-1.	Connect expanded Chartrand Staging area to trail with small section of new trail (to avoid Chartrand FSR). Deactivate trail from Chartrand FSR to WHA to 4WD status. Relocated road/trail within the WHA. Address small areas of surface erosion (waterbars) and current blowdown. Construct creek crossing NE of FP-1 across creek.
Face/Paska	Chartrand	Trail	FP-E	Old Road	Easy	Connecting Trail	Green	Southern Section impassable due to blowdown. Northern section on industrial branch and block roads	Clear trail of blowdown and re-establish trail with minor works within the cutblocks on the North.
Face/Paska	Chartrand	Trail	FP-F	Road	Easy	Connecting Trail	Green	Industrial branch road	None.
Face/Paska	Chartrand	Trail	FP-G	Trail	Moderate	Connecting Trail, nice close trail ride	Red	Nice close trail, ATV only. Shorter localized wet sections (trail braiding) and short steep sections	Establish crossing or alternate route around wetter spots and crossing of ephemeral creek. Relocate steeper section coming out of low spot.
Face/Paska	Chartrand	Trail	FP-H	Road	Easy	Connecting Trail	Green	Industrial branch road	None.
Face/Paska	Chartrand	Trail	FP-J	Trail	Moderate	Stream, open forest, aspen glades, large Douglas-fir and views	Red	Trail does not exist and increased use will impact slopes above the east end of Dry Lake	Establish a trail east and then north from Dry Lake that side slopes up the bank. Specific trail location and design required.
Face/Paska	Chartrand	Trail	FP-K	Road	Easy		Green	Industrial branch road. Some surface erosion and wet spots	None.

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Project Area	Area	Component	ID	Trail Base	Difficulty	Views and Sites of Interest	Sustainable Use?	Current Condition	Recommended Actions
Face/Paska	Chartrand	Trail	FP-L	Old Road	Easy	Old deteriorating log cabin located in middle of old cutblock	Green	Minor areas of surface erosion and water ponding	None.
Face/Paska	Chartrand	Trail	FP-M	Road	Easy	Connecting Trail	Green	Industrial branch road	None.
Face/Paska	Chartrand	Trail	FP-N	Trail	Moderate	Connecting Trail, close forest ride	Red	Use built trail, close forest trail, 2-3 wet spots with trail braiding.	Address 2-3 wet area crossings and short sections of rutting and surface erosion.
Face/Paska	Wyse	Trail	FP-O	Road	Easy	Connecting Trail	Green	Industrial branch or block roads. Some surface erosion on short sections.	Address surface erosion with drainage structures.
Face/Paska	Wyse	Trail	FP-P	Trail	Moderate	lake, views, nice ATV trail	Red	Significant wetland issues, multiple crossings, dispersed use issues near lake and windthrow. Creek corssing on east end of section.	Develop overall trail system plan aorund Wyse Lake to address current wetland crossings and trail braiding issues. Likely involve relocation and/or crossing structures. Creek crossing on eastern end of section
Face/Paska	Wyse	Trail	FP-Q	Road	Easy		Green	Industrial branch road	None.
Face/Paska	Pasca	Trail	FP-R	Trail	Easy	lake views, access to private lots and resort area	Yellow	trail parallelling main haul road and highways road and behind private land (right behind private lots). Sections of ponding and surface erosion.	Address minor and localized surface erosion and ponding water.
Face/Paska	Face	Trail	FP-S	Old Road	Easy		Green	not all exists. Represents alternative to trail next to private lots.	Establish trail adjacent to Dominic Lake Road (Main haul road) and then establihs trail within new harvesting in order to connect to Face Lake.
Face/Paska	Face	Trail	FP-T	Old Road	Easy	lake, lake views	Yellow	Currently FSR, access to small private lot on lake, significant surface localized erosion issues and water ponding (and braided trail/road)	Address surface erosion on steeper sections, address water ponding areas (including at north end of west arm of face lake). Consider deac to ATV status past private lot, and rec site as ATV access only.
Face/Paska	Face	Trail	FP-U	Trail	Easy		Green	Close trail riding experience. Use built trail. Nice.	Rec guard to be installed at fence crossing
Face/Paska	Face	Trail	FP-V	Road	Easy		Green	Industrial branch road	None.
Face/Paska	Face	Trail	FP-W	Old Road	Easy		Green	Areas of localized water ponding and rutting	None.
Face/Paska	Face	Trail	FP-X	Road	Easy		Green	Industrial branch road	None.
Face/Paska	Face	Trail	FP-Y	Road	Easy		Green	Industrial branch road	None.
Face/Paska	Greenstone	Trail	FP-Z	Road	Easy	lake, lake views	Green	Industrial Branch Road.	None
Face/Paska	Pumphouse	Staging	S10				Green	Currently used mostly for snowmobile and motorcycle staging. Stagin and associated trails on or near gasline ROW	Establish as staging area.
Face/Paska	East Pit	Staging	S6				Green	Inactive MOTI pit.	Fence, sign and connect trails to potential Meadow Creek underpass, LL municipal campground and town centre staging area.
Face/Paska	Chartrand	Staging	S7				Green	Currently small staging area along side FSR, just off Meadow Creek Road.	Expand staging area and construct connecting trail east from staging area. Signage, including XC Ski closure west of staging area.
Face/Paska	Paska	Staging	S8				Green	Not exist. Site across from paska Rec Site for staging?	Create staging area across from Paska Rec Site entrance. Signage and Fencing
Forge Mountain	Leighton	Camping&Staging	C1				Green	Leighton Lake North Campsite and Staging area. BC Parks, well managed, maintained and signed	Update signage, additional rec guards
Forge Mountain	Bose	Camping&Staging	C2				Green	Bose Lake Rec Site. 4WD access only to current rec site, limited number of sites (4-5)	Improve access to current rec site, expand camping opportunity on North side of lake, create larger staging/camping areas

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Project Area	Area	Component	ID	Trail Base	Difficulty	Views and Sites of Interest	Sustainable Use?	Current Condition	Recommended Actions
Forge Mountain	Tunkwa	Camping	C6				Green	Tunkwa Lake Resort - camping and cabins. Currently no ATV use within resort or direct ATV trail from the resort.	None.
Forge Mountain	Guichon	Point of Interest	FM-1			wetland area/pond		Occasionally used as campsite. No apparent damage or miss-use. Not accessible from both sides due to blowdown and regen.	Option to create area for campsite to prevent larger impact (ATV only option?).
Forge Mountain	Guichon	Point of Interest	FM-2			bluffs, ridges, views		trail to this location not currently exist	
Forge Mountain	Guichon	Point of Interest	FM-3			trial in bottom of canyon of talus slopes			
Forge Mountain	Forge	Point of Interest	FM-4			old log cabin			
Forge Mountain	Forge	Point of Interest	FM-5			old mining area		10 U 0641624 5604192	Interpretive sign(s) Many junctions in small area. Clarify with good signage.
Forge Mountain	Forge	Point of Interest	FM-6			view of canyon of talus slopes		View from proposed phase 2 trail - on old road - not currently accessible	
Forge Mountain	Spud FSR	Point of Interest	FM-7			Snowmobile cabin		cabin managed by snowmobile club. New harvesting in area around it.	
Forge Mountain	Guichon	Trail	FM-A	Road	Easy	Valley views	Green	Main haul road, steep sections with surface erosion issues.	None.
Forge Mountain	North Forge	Trail	FM-AB	Road	Easy	views of surrounding landscape from new cutblock	Green	Old block road with some cross-ditching	None
Forge Mountain	North Forge	Trail	FM-AC	Old Road	Easy		Green	Old block road with some cross-ditching. Viewpoint at 10 U 0643154 5603406.	None.
Forge Mountain	North Forge	Trail	FM-AD	Old Road	Moderate	views of surrounding landscape from new cutblock	Yellow	sections of block road and old road thorough forested areas. Large wet spot has been re-routed, but not closed. Other possible wet spots.	Close old route through wet spot and properly establish new route above. Investigate this section in the spring to determine requirements of other possible wet areas
Forge Mountain	Guichon	Trail	FM-AE	Road	Easy		Green	Industrial branch road, minor surface erosion on steeper sections	None
Forge Mountain	Guichon	Trail	FM-AF	Old Road	Moderate	ridge runs, narrow forest trail	Yellow	Sections of surface erosion and wet areas with some trail braiding, short section of side hill with significant rutting, etc. A relatively stable stream crossing at north end of section.	Re-establish side hill trail, address water on road and wet area crossings. Consider crossing of stream (Currently stable ford).
Forge Mountain	Canyon	Trail	FM-AG	Old Road	Difficult	Canyon views, narrow trail	Yellow	Old road with some wet sections(Minor) and very rock (bouncy) sections, short localized steeper sectiosn with some surface erosion/rilling. Note planned harvest. Creek crossing at bosouth end at new block.	Address localized surface erosion. Install creek crossing or solidfy ford at southern end (at block boundary)
Forge Mountain	Canyon	Trail	FM-AH	Road	Easy		Green	Industrial branch road.	None

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Project Area	Area	Component	ID	Trail Base	Difficulty	Views and Sites of Interest	Sustainable Use?	Current Condition	Recommended Actions
Forge Mountain	Guichon	Trail	FM-AJ	Old Road	Easy	Valley views, open forest, ridges	Green	Mix of branch road, old block road that is not passable due to debris, old road that is not passable due to blowdown and reg and establihsment of new trail to connect through and take advantage of rock bluffs and viewpoints near wouth end.	Clear old roads and trails to resestablihs route. Connect trail through construction of sothern section to avoid permitted road and take advantage of ridges for views and trail experience.
Forge Mountain	Guichon	Trail	FM-AK	Road	Easy	Valley and forest views	Green	Main haul road	None
Forge Mountain	Guichon	Trail	FM-AL	Old Road	Easy	Valley views	Green	Currently stable but blocked due to regen and blowdown. Use to avoid main haul road.	Clear to re-establish the route.
Forge Mountain	Guichon	Trail	FM-AM	Road	Easy	Valley views	Green	Some surface erosion. Powerline access road. Use to access Guichon Creek crossing (potential) and staging areas.	Coord with Hydro. Would need connecting bridge across Guichon (relatively narrow at this location)
Forge Mountain	Guichon	Trail	FM-AN	Road	Easy	Valley views	Green	Some surface erosion. Small section of establishment needed at botton end. Use to access Guichon Creek crossing (potential) and staging areas.	Rec guard at fence, establihs trail at botton end. Would need connecting bridge across Guichon (relatively narrow at this location)
Forge Mountain	Tunkwa	Trail	FM-AO	Road	Easy		Green	Industrial branch Road	None
Forge Mountain	Tunkwa	Trail	FM-AP	Old Road	Moderate		Red	Some signficant wet spots and creek crossings that need to be addressed. Also connecting trails to the west need to be evaluated and considered given impacts to wet areas and fences in that area. Is only permitted trail through the Tunka Park, aside from Leighton Lake North access.	BCParks - Need to address significant lengths of wet areas (500m?) and a number of creek crossings along section within the park, including crossing guichon Creek (bridge recommended). Likely to involve general trail grading for a large section of the length, culvert installations, etc. Generally need to develop plan for crossings, wet areas and other trails that are currently being used in the park in order to manage impacts and ensure sustainability of use.
Forge Mountain	Tunkwa	Trail	FM-AQ	Old Road	Easy	forest views	Yellow	Areas of water ponding on road, braided road and surface erosion.	Address water issues and localized road braiding through drainage structures. Rec guards at fencelines.
Forge Mountain	Tunkwa	Trail	FM-AR	Road	Easy		Green	Industrial branch road, some surface erosion on steeper sections and water ponding	None
Forge Mountain	Tunkwa	Trail	FM-AS	Old Road	Moderate	access to Leighton Lake North Staging area	Yellow	significant surface erosion on short section of trail	BCParks - address surface erosion issues through drainage structures, reconstruction and/or relocation of this section.
Forge Mountain	Guichon	Trail	FM-B	Old Road	Moderate	Variable forest and wetland views	Green	Minor wet areas, rough/rocky sections, small areas of surface erosion.	None.
Forge Mountain	Spud	Trail	FM-B1	Road	Easy	Valley views	Green	Main haul road, connection to staging area	None.
Forge Mountain	Bose	Trail	FM-C	Road	Easy	Valley views, mine views	Green	Industrial branch road, short sections of surface erosion, some cross ditches/waterbars	Re-establish deactivation structures on steeper sectiosn to address surface erosion
Forge Mountain	Bose	Trail	FM-D	Road	Easy		Green	Industrial branch road, short sections of minor surface erosion	None.

Project Area	Area	Component	ID	Trail Base	Difficulty	Views and Sites of Interest	Sustainable Use?	Current Condition	Recommended Actions
Forge Mountain	Bose	Trail	FM-E	Old Road	Easy	Variable forest and wetland views	Yellow	Minor wet areas, rough/rocky sections, small areas of surface erosion. Two creek crossing on north end of section. South half recent disturbance (by miner?)	Two small creek crossings at north end of section. Northern one needs ford or small bridge, southern one small ford. Address minor erosion and surface drainage issues in section.
Forge Mountain	Canyon	Trail	FM-F	Road	Easy	Views	Green	Relatively new block road	None.
Forge Mountain	Canyon	Trail	FM-G	Road	Easy	Views	Green	Industrial Branch Road	None
Forge Mountain	Bose	Trail	FM-H	Road	Easy	Views	Green	Industrial Branch Road	None
Forge Mountain	Bose	Trail	FM-J	Road	Easy	Views	Green	Industrial Branch Road. Short section of trail connector (likely to be upgraded to industrial road)	None
Forge Mountain	Bose	Trail	FM-K	Road	Easy	Views	Green	Main haul road	None
Forge Mountain	Bose	Trail	FM-L	Trail	Easy	Ridge run trails	Yellow	Some wet spots	Address minor wet spots (drainage or relocation)
Forge Mountain	Bose	Trail	FM-M	Road	Easy	Lake access, lake views	Green	FSR access to Bose lake - rough in spots, some surface erosion	Improve access to rec site to 2WD
Forge Mountain	Bose	Trail	FM-N	Road	Easy	lake view, mine views	Green	Industrial branch road/FSR	None
Forge Mountain	Forge	Trail	FM-O	Old Road	Easy		Red	No access from branch road, creek crossing/ford	Re-establish access at south end to FSR, establish ford or creek crossing. Water quality concerns from HVC.
Forge Mountain	Forge	Trail	FM-P	Old Road	Easy	forest trail, evidence of past mining (cuts and holes)	Green	No access due to blowdown and fence along main road.	Re-establish trail with some minor grading, clearing of blowdown and regen on trail and rec guards at fencelines. Some sections of re-establihsment of construction (i.e. north end).
Forge Mountain	Forge	Trail	FM-Q	Road	Easy	Valley Views	Green	Main haul road up Forge	None
Forge Mountain	Forge	Trail	FM-R	Road	Easy	Valley Views	Green	Industrial Branch Road	None
Forge Mountain	Forge	Trail	FM-S	Road	Moderate	Spectacular views, mine views	Yellow	Steep sections near summits have surface erosion issues	Address surface erosion near summit
Forge Mountain	Forge	Trail	FM-T	Road	Moderate	Spectacular views, mine views	Yellow	Steep sections near summits have surface erosion issues	Address surface erosion near summit
Forge Mountain	Forge	Trail	FM-T1	Road	Moderate		Green	New industrial branch road.	None
Forge Mountain	Forge	Trail	FM-U	Old Road	Moderate	valley views, canyon views	Yellow	New block road (deac to ATV) and old road that is currently not passable.	From south, utilize new block road deactivated to ATV, connect trail to old road and reconnect at north end fo existing road. Some trail clearing (blowdown, regen and blocks) and sections of establishment on middle and north ends)
Forge Mountain	North Forge	Trail	FM-V	Old Road	Moderate	Valley Views	Yellow	Uncertain. Blocked and not passable. Potential for views from road.	Investigate further.
Forge Mountain	North Forge	Trail	FM-W	Old Road	Easy	Significant valley and mountain views.	Yellow	Small loop, some wet spots and surface water issues.	Address minor water issues for sustainability.
Forge Mountain	North Forge	Trail	FM-X	Old Road	Easy	views north and west to Tunkwa Lake, etc.	Red	regen and blowdown close in spots, creek crossing at north end (ford)	Establish small bridge/crossing on creek. Address minor issues with water on surface/ponding (drainage structures, fords or boardwalks on 2-3 key wet spots).
Forge Mountain	North Forge	Trail	FM-Y	Road	Easy		Green	Industrial branch road	None
Forge Mountain	North Forge	Trail	FM-Z	Road	Easy	Park-like stetting along most of road.	Yellow	Most of road in great shape. Section near end where construction is needed has small wetlands that need routes around or bridges	Construct connection to FM-AC. Re-route along wet areas.
Forge Mountain	Guichon	Staging	S1				Green	Active MoTI Gravel Pit. Possibility to fence off a small area and use under permit.	Fencing, signage

Appendix 1 - Logan Lake OHV Trail Plan - Trail and Site Details

Project Area	Area	Component	ID	Trail Base	Difficulty	Views and Sites of Interest	Sustainable Use?	Current Condition	Recommended Actions
Forge Mountain	Tunkwa	Staging	S2				Green	Tunkwa Road North - on old Old Tunkwa Road, MoTI - Northern Option	Prep site, signage - note conection to west needs bridge over Guichon Creek and east needs highway crossing
Forge Mountain	Spud FSR	Staging	S4				Green	Small staging area only, need additional space	Expand staging area, signage
Forge Mountain	Tunkwa	Staging	S9				Green	Tunkwa Road South - Landing area, east of road - rough, small - Eastern Option	Expand to support significant staging area. Will need highway crossing to connect west.
Logan Lake South	Gump Lake	Camping&Staging	C13			Lake, views	Green	Small rec site. Conditions to be confirmed.	Conditions to be confirmed.
Logan Lake South	Tupper Lake	Camping&Staging	C3			Lake, views	Green	Rec site. Picnic Tables, smaller sites, better for smaller units. Needs expansion for staging.	Expand for more, and larger sites. Create staging area.
Logan Lake South	Leroy Lake West	Camping&Staging	C4			Lake, views	Green	Rec Site. Room for 2-3 units. Picnic tables, lake access.	No room for expansion. None.
Logan Lake South	Leroy Lake East	Camping&Staging	C5			Lake, views	Green	Small flat area suitable for tenting. ATV access only. No infrastructure	Leave as-is for tenters. No room to expand.
Logan Lake South	Junction	Trail	LLS-A	Road	Easy		Green	Some areas of surface erosion on the road. Cutblock and open forest views.	Minor erosion control
Logan Lake South	Guichon View	Trail	LLS-B	Old Road	Easy		Green	Currently not passable due to blowdown and regen growth. Open forest and thickets.	Clearing of blowdown and regen to re-establish trail width. Cattle guard at fenceline?
Logan Lake South	Guichon View	Trail	LLS-C	Road	Easy	Open Forest, rock bluffs and valley views	Green	Minor areas of surface erosion or potholes. Nice views trhough open forest, of rock bluffs, and across Guichon Creek to the east.	None.
Logan Lake South	Junction	Trail	LLS-D	Old Road	Difficult		Yellow	Currently not all accessible due to regen/regrowth. Old skid trail, steep in places (although deactivated). Nice views through open forest.	Clearing of blowdown and regen to re-establish trail width. Ensure surface drainage structures (Xditches and waterbars) are in place and functioning. May need to consider one way route (east).
Logan Lake South	Junction	Trail	LLS-E	Old Road	Easy		Green	Small steep sections along powerline, old road blocked by blowdown. Not passable in portions of new cutblock. Open views from new cutblock.	Re-establish trail by clearing blowdown, minor clearing of debris through new cutblock.
Logan Lake South	Gump Lake	Trail	LLS-F	Road	Easy		Green	Branch industrial road. Rolling terrain. Variable forest cover/new blocks.	None.
Logan Lake South	Junction	Trail	LLS-G	Road	Easy		Green	Connector road, not lots of industrial use. Minor areas of surface erosion and ponding Nice viewpoint at 10 U 652402 5593071 at short off-shoot of main road.	Minor surface water drainage structures (Xditches/waterbars on steeper sections) and address some areas of ponding on SW area of section (near LLS F)
Logan Lake South	Junction	Trail	LLS-H	Old Road	Easy		Green	Low use, some localized blowdown and regen on road. Small loop experience. Forested trail.	Clear blowdown and regen to re-establish trail.
Logan Lake South	Guichon View	Trail	LLS-J	Road	Easy	Valley views	Green	Alternate route south from staging area. Nice views of valley. Connects to permited road to the south.	None.
Logan Lake South	Leroy Lakes	Trail	LLS-K	Road	Easy		Green	Branch haul road. Well used. West close to Leroy Lakes. Use as alternate to difficult section.	None.
Logan Lake South	Leroy Lakes	Trail	LLS-L	Old Road	Moderate	Lake, views	Green	Final access into Leroy Lakes East	None.

Appendix 1 - Logan Lake OHV Trail Plan - Trail and Site Details

Project Area	Area	Component	ID	Trail Base	Difficulty	Views and Sites of Interest	Sustainable Use?	Current Condition	Recommended Actions
Logan Lake South	Leroy Lakes	Trail	LLS-M	Old Road	Easy	Lake, views	Red	Road between Leroy Lakes	Need for bridge at the east end of this section at the top of wetland
Logan Lake South	Leroy Lakes	Trail	LLS-N	Road	Easy		Green	Branch road, newer.	None.
Logan Lake South	Tupper Lake	Trail	LLS-O	Road	Easy	Valley and mine views	Green	Transmission line and branch forestry road. Not heavy used. Nice views from along power line - lookout stop options. Some surface erosion issues on steeper sections.	Address surface erosion on steeper sections. Coord with BC Hydro.
Logan Lake South	Junction	Staging	S5				Green	Small staging area immediately off highway, steep grade to large area for staging	Improve highway access/cattleguard, upgrade road to upper staging area.

Appendix 2 – Trail System Maps