

# **St. John Uplands Region Management Plan**

**Adopted August 6, 2021**

## **Appendices**

- A. Public Consultation Process**
  - **Advisory Committee Members**
  - **Public Consultation Summary**
  - **Public Comments and Bureau Responses**
  
- B. Guiding Statutes and Agreements**
  - **MRSA Title 12**
  - **Round Pond Deer Wintering Habitat Management Agreement**
  
- C. Summary of BPL's Resource Allocation System**
  
- D. Allagash Wilderness Waterway Visible Areas and One-Mile Zone Maps**
  
- E. St. John Uplands Plan Area Forest Stocking and Sustainable Harvest Levels**
  
- F. Glossary**
  
- G. References**

## ***Appendix A: Public Consultation Process***

- ***Advisory Committee Members***
- ***Public Consultation Summary***
- ***Public Comments and Bureau Responses***

### **St. John Uplands Region Advisory Committee Members:**

<b>Name</b>	<b>Organization or Affiliation</b>
Frank Frost	IF&W Region G - Fisheries
Shawn Haskell	IF&W Region E - Wildlife
Tom Ward	Maine Warden Service
Bill Greaves / Robby Gross	Maine Forest Service
Jensen Bissell / Eben Sypitkowski	Baxter State Park
Matt LaRoche	Allagash Wilderness Waterway
Tammy Bishop	Penobscot River Corridor
Senator Troy Jackson	Senate District 1
Senator Paul Davis	Senate District 4
Rep. John L. Martin	House District 151
Rep. Paul A. Stearns	House District 119
Alec Giffen	New England Forestry Foundation
Sally Stockwell	Maine Audubon Society
Al Cowperthwaite	North Maine Woods
Nick Baser	Seven Islands Land Co.
Josh Philbrook	J. D. Irving
Trevor London	Huber Resources
Patricia Pelletier	Town of Allagash
Wade Kelly	Tylor Kellys Camps
David Trahan	Sportsman's Alliance of Maine
Dave Allen	Hunting Guide/former Maine Warden
Nola Begin	Moosetown Riders Snowmobile Club
Clayton McBreairty	Allagash ATV Riders

**Public Consultation Summary:**

<b>Plan Phase/Date</b>	<b>Action/Meeting Focus</b>	<b>Attendance/Responses</b>
<b>Public Scoping</b>		
Aug. 8, 2017	Press release on Public Scoping Meeting sent out by DACF; notice published in papers.	
Aug. 30, 2017	<b>Public Scoping Meeting</b> at BPL Northern Region Office, Ashland: presented public lands covered in the Plan and the process for planning; received public input on issues of concern, Q and A on public lands addressed and plan process.	About 20 AC members and the general public, plus BPL staff, attended.
Sept. 20, 2017	End of Public Scoping Comment Period	Written comments were submitted by 12 individuals.
<b>Preliminary Planning</b>		
July 11, 2017 Aug 30, 2017 Oct. 5, 2017 Nov. 8, 2017	Field visits to Telos and Chamberlain Units; Round Pond Unit and Allagash/Falls Pond Lots; Gero Island and Chesuncook; Chesuncook and Telos Units, respectively, to view and discuss access and road systems, recreation facilities, forest conditions, etc.	Various Northern Region and Augusta BPL staff
Nov. 9, 2017	Email notice of AC Meeting to AC members and other interested parties; summary of region Issues, Needs and Opportunities developed during scoping and subsequent BPL staff discussions included as attachment.	
Nov. 29, 2017	<b>Advisory Committee Meeting</b> at BPL Northern Region office, Ashland: review of St. John Upland Region Issues, Needs and Opportunities. Comment deadline of December 22 given to attendees.	10 AC members plus several members of the public and BPL staff
Dec. 22, 2017	Deadline for additional comments from AC members.	No additional comments were submitted.
Dec. 29, 2017	Draft AC meeting minutes sent to AC for review and comment.	No comments received. Final minutes were posted to Plan webpage in January.
<b>Draft Plan</b>		
Oct. 24, 2019	Draft Plan made available online and sent via email to AC members with notice of second AC meeting.	
Nov. 21, 2019	<b>Advisory Committee Meeting</b> at BPL Northern Region office, Ashland: review	3 AC members and 2 members of the public plus BPL staff. 2 AC members and one other party

<b>Plan Phase/Date</b>	<b>Action/Meeting Focus</b>	<b>Attendance/Responses</b>
	of Draft Plan. Comment deadline of December 13 given to attendees.	submitted written comments prior to the meeting.
Nov. 25, 2019	Draft AC meeting minutes sent to meeting attendees for review and comment.	2 comments received.
Dec. 13, 2019	End of comment period.	6 comments received by email, 1 with attached comment letter.
<b>Final Draft Plan</b>		
Jan. 13, 2021	Final Draft Plan made available online and emailed to AC members. Virtual Public Meeting scheduled for January 27 with comment period ending February 17, 2021.	
Jan. 20 & 23, 2021	Notice of Public Meeting posted in papers.	
Jan. 27, 2021	Virtual <b>Public Meeting</b> held, via Microsoft Teams, 6:00 – 7:30 pm: presented Final Draft Plan	3 AC members and members of public attended, plus BPL staff.
Feb. 17, 2021	End of Comment Period.	4 comment emails/letters received (see below).

#### **Comments received on the Draft Plan**

<b>Comment source</b>	<b>Date</b>	<b>Form received</b>
Matt LaRoche, Allagash Wilderness Waterway	Nov. 6, 2019	email
Don Cameron, Maine Natural Areas Program	Nov. 6, 2019	email
Shawn Haskell, Dept. of Inland Fisheries and Wildlife	Nov. 6, 2019	email
Kevin Dunham, Dept. of Inland Fisheries and Wildlife	Nov. 20, 2019	email
Cathy Johnson, Natural Resources Council of Maine	Dec. 5, 2019	email with attached letter
Ed Meadows, retired Director, Bureau of Public Lands	Dec. 13, 2019	email

#### **Comments received on the Final Draft Plan**

<b>Comment source</b>	<b>Date</b>	<b>Form received</b>
Matt LaRoche, Allagash Wilderness Waterway	Jan. 21, 2021	email
Melanie Sturm, Natural Resources Council of Maine	Feb. 10, 2021	Email with attached letter
Tim Caverly, Allagash Tails	Feb. 15, 2021	Email with attached letter
Alexandra Conover Bennett	Feb. 17, 2021	Email

**Summary of Public Comment with Bureau Responses:**

<b>Summary of Written Comments on the            Draft St. John Uplands Region Management Plan (October 24, 2019)</b> (Post AC-Meeting Comment Period: November 22, 2019 - December 13, 2019) Some comments have been excerpted, and introductory or background statements deleted.	
Comment	Response
<b>I. General comments and comments applicable to the Plan as a whole,            or not specific to one management unit</b>	
<b>Topic: Addressing issue of climate change in the Plan</b>	
<p><u>Cathy Johnson, NRCM</u>: The plan makes no mention of climate change or how the Bureau of Parks and Lands (BPL) will adapt its management to address the climate crisis. Will BPL decrease its harvest levels over the next decade from its current “business as usual” levels to increase carbon sequestration and storage? Will BPL explore opportunities to participate in carbon credit programs? We urge BPL to commit to specific actions to address the climate crisis in this plan.</p>	<p>The Plan has been revised to add a summary of actions the Bureau has implemented or may consider implementing within the forest management program to adapt to climate change. Because of BPL’s conservative management approach, over the past two decades growth on operable BPL acres alone (i.e., excluding Ecological Reserves) has resulted in the sequestration of approximately 600,000 tons of carbon. The Bureau has explored participation in a carbon credits program but has chosen not to participate at this time. Factors in this decision include the extent of long-term monitoring commitments involved, the significant and ongoing expenses involved in acquiring the necessary detailed forest inventory data as compared to the value of the credits, questions about ‘additionality’ in relation to BPL’s current approach, and a possible perception that Maine’s forests are being used to offset or enable emissions from another region.</p>
<b>Topic: General comments on Plan content</b>	
<p><u>Ed Meadows, former BPL Director (retired)</u>: The Plan is well-written and easy to read. It provides useful historical context that will assist future land managers with helpful historical perspective to inform their decisions and actions. The information on prior owners, harvest records, etc. is important and useful.</p> <p>The Draft Plan contains a good balance of multiple use with timber management objectives, for example as described on p. 33.</p>	<p>The Bureau appreciates the comments.</p>
<b>Topic: Administrative Recommendations</b>	
<p><u>Ed Meadows, former BPL Director (retired)</u>: I support administrative actions needed by the Bureau to bring non-compliant uses into compliance with</p>	<p>The Bureau appreciates the comments.</p>

<p>legal and policy requirements (e.g., boats at Coffelos Pond, p. 32). Implementing Bureau policy is a key objective of Management Plans.</p>	
<p>Topic: Issue of beaver flowages</p>	
<p><u>Ed Meadows, former BPL Director (retired)</u>: I don't recall seeing discussion of the problem beaver flowages can cause by warming stream water above the cold temperature required to sustain native brook trout population goals. Perhaps biologists don't see that as a concern in this Management Area.</p>	<p>Impoundments created by beaver dams can result in warming of surface water which can be detrimental to brook trout but during times of drought these impoundments can also act as refugia for brook trout. The Bureau relies on MDIFW Fisheries and Wildlife Biologists to assess and recommend whether site-specific management action is needed on a case-by-case basis.</p>
<p>Topic: Special Protection dominant allocations associated with MNAP-mapped features</p>	
<p><u>Don Cameron, MNAP</u>: [comment includes excerpt from Telos Unit resource allocations on page 28]:  <b>Special Protection Areas (Dominant Allocation)</b></p> <ul style="list-style-type: none"> <li>• An area totaling approximately 55 acres encompassing Chamberlain fen.</li> </ul> <p>This is just the first example of where an MNAP mapped feature is listed as being assigned the Special Protection allocation.</p> <p>To avoid this feature (and others identified in the plan) from being compromised by land use in the area immediately surrounding the feature, we recommend that a 250' buffer be added to the feature polygon and be designated either 1) as a no management zone - for all open wetlands such as Chamberlain Fen, riparian areas such as the St. John Rivershore, and for smaller scale mapped features such as the Hardwood Seepage Forest in Allagash, or 2) as a limited management zone - for larger scale forested features, where standards for harvesting similar to those used in shoreland protection areas can be followed: No cleared openings in 75' buffer, and cleared openings &lt;14,000 ft<sup>2</sup> between 75' and 250', and no more than 40% volume removal and 60 ft<sup>2</sup> BA residual in 250' buffer within a 10 year period.</p>	<p>The Bureau will consult with MNAP prior to any forest management activity in proximity to the areas allocated to Special Protection. This language has been added to the Plan text for all relevant locations.</p> <p>Also, based on the recommendation of IF&amp;W, a ~250+ ft. buffer allocated to Wildlife has been added to the Chamberlain Fen allocated to Special Protection, based on the mapped Quebec Emerald habitat.</p>
<p>Topic: Lack of designated Non-Mechanized Backcountry Areas in the Plan</p>	
<p><u>Cathy Johnson, NRCM</u>: No areas in the entire region, arguably the most remote part of the North Woods, have been designated non-mechanized backcountry. BPL should seek opportunities to designate areas for non-mechanized backcountry</p>	<p>As described in the Integrated Resource Policy (IRP), Non-Mechanized Backcountry Recreation areas are designated based on five criteria (one of which is remoteness):</p> <ol style="list-style-type: none"> <li>1. Superior scenic quality</li> </ol>

<p>recreation. If areas adjacent to the Allagash Wilderness Waterway (AWW) are not added to the Waterway as required by 12 MRS §1877 (see below), those areas should be designated non-mechanized backcountry to enhance the natural resources and the recreational experience in the AWW.</p>	<ol style="list-style-type: none"> <li>2. Remoteness</li> <li>3. Wild and pristine character</li> <li>4. Capacity to impart a sense of solitude</li> <li>5. Most will encompass more than 1,000 contiguous acres.</li> </ol> <p>The Bureau has not identified any such area within the St. John Uplands Region other than those that have been designated Special Protection (the highest level of protection in the hierarchy of allocation categories).</p> <p>In relation to the AWW, the AWW statutes and policies (contained in the 2012 AWW Management Plan) do not require or recommend the designation of non-mechanized zones in areas adjacent to the waterway (i.e., the restricted zone). However, the Public Reserved Lands adjacent to the restricted zone are managed in accord with AWW statutes and policies for the “new construction area” (defined in statute as the land within ¼ mile of the restricted zone) and the one-mile area (defined in statute as all land area and all waters within one mile of the watercourse).</p>
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**III. Comments on Sections I, II and III of the Draft Plan (pages 1-14)  
(Introduction, The Planning Process and Resource Allocation System, Planning Context)**

**Topic: Section II - Statutory and Policy Guidance text on Wildlife Guidelines**

<p><u>Don Cameron, MNAP</u>: As per the excerpt below (page 6, paragraph 3), this paragraph refers to management of special habitat features and gives some examples. It might be more informative if the list of examples also included larger landscape features such as rare and exemplary ecosystems and natural communities, and/or also cited the list on p. 40 of the IRP which covers a broad array of potential special habitat features.</p> <p><i>Additional guidance is provided for management of special habitat features such as mast trees, snags, and forest openings/old fields, and for species of special concern, such as bald eagle, osprey and great blue heron.</i></p>	<p>This text (used in similar form in all the regional plans prepared by the Bureau) reflects the current (1988) Wildlife Guidelines. However, per the IRP, section C3 (p. 41), the habitats listed are to be updated to reflect the ecosystems and communities mentioned. IF&amp;W is currently working on an update to the Wildlife Guidelines. Therefore, the Plan has been revised to note that the Wildlife Guidelines are being revised to include these additional habitats and communities to be managed and protected.</p>
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**Topic: Request for additional Conservation Easement details**

<p><u>Ed Meadows, former BPL Director (retired)</u>: When conservation easements are discussed, it would be useful to identify the owner of the property subject to the easement (p. 3), and to identify whether the</p>	<p>The Plan has been revised as requested to provide more information on the owners of properties subject to the conservation easements described and easement monitoring. Additional</p>
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<p>monitoring is performed by another entity. Include that information also in any Table depicting conservation easements (e.g., top of p. 5). This makes more complete the understanding of the easements, and the Bureaus' responsibilities.</p>	<p>information is provided on p. 14 regarding the Katahdin Forest easement, including monitoring.</p>
<p><b>III. Comments specific to Units bordering the Allagash Wilderness Waterway restricted zone (Telos, Chamberlain, and Round Pond Units)</b></p>	
<p><b>Topic: Definition of "busiest canoeing season" as used in timber management discussion in Plan</b></p>	
<p><u>Matt LaRoche, AWW</u>: Under timber management throughout the document in areas within the AWW mile zone [in reference to the following text: <i>Harvesting within the one-mile outer zone of the AWW (see Appendix D for map) will be timed, whenever possible, to avoid the busies canoeing season</i>]: I would suggest that the "busiest canoeing season" be changed to or defined as from Memorial Day – October 1<sup>st</sup>. Also, whenever possible, that harvest and/or road building activities not occur from Memorial Day – October 1<sup>st</sup>.</p> <p><u>Cathy Johnson, NRCM</u>: The plan should define the "busiest canoeing season" specifically as May 1 – October 15.</p>	<p>Based on subsequent discussion with the AWW, the "busiest canoeing season" will be defined as May 15 to September 15. Exceptions to this restriction may be considered in certain circumstances.</p>
<p><b>Topic: Addition of Public Reserved Lands at Telos, Chamberlain and Round Pond to AWW</b></p>	
<p><u>Cathy Johnson, NRCM</u>: 12 MRS §1877 states that "Any land acquired that is adjacent to the waterway becomes part of the waterway." The purpose of this law was to provide an avenue to further enhance the wilderness character and protection of the natural resources of the AWW. There is no time limit on this law. With the exception of a few original public lots, the vast majority of the land in the Telos, Chamberlain, and Round Pond Units was acquired after the creation of the AWW and, pursuant to 12 MRS §1877, should be added to the AWW.</p> <p>In the event that the State fails to add the lands mentioned above to the AWW as required by law, the Bureau should, at the very least, provide further protection for the one-mile zone. This could be accomplished by adding the portion of those Units within the one-mile zone to the AWW. This additional protection could help address the climate crisis by ending harvesting on those lands. It would protect the wilderness recreation experience and setting. It would protect more wildlife habitat and travel corridors. It would avoid noise pollution from nearby harvesting and road travel. It would more</p>	<p>Although the AWW was established by the Maine legislature in 1966, the AWW statute cited became law in 1997, after the State had acquired the public reserved lands in the Telos Unit (1975-78), Chamberlain Unit (1984-88) and Round Pond Unit (1984). The statute is not retroactive.</p> <p>Furthermore, 12 MRS §1873, part 1, defines the AWW as "the watercourse...and all land and all waters within one mile of the bounds of the watercourse." Therefore, by statute the lands within one mile of the watercourse in the Telos, Chamberlain and Round Pond Units <u>are</u> part of the waterway; however, those lands <u>are not</u> part of the restricted zone (owned and managed by the Parks division of the Bureau, and how we interpret "the AWW" as used in the comment), where maintaining wilderness character is a primary objective.</p> <p>Regarding the recommendation to add just those public reserved lands within the one-mile zone to the AWW (again, taken to mean the restricted zone): 12 MRS §1873, part 3, establishes the</p>

<p>fully protect the designated visible areas on public lands. And it would be consistent with the State’s responsibility to “develop the maximum wilderness character” of the AWW. Alternatively, if the lands within the one-mile zone are not added to the AWW, they should be designated as non-motorized backcountry areas.</p>	<p>restricted zone as an area with a <u>maximum width of 800 feet</u> from the watercourse.</p> <p>It should also be noted that, since the beginning of the State’s ownership, the Bureau has managed the lands within the one mile zone for multiple uses in accord with existing AWW statutes and policies -- including timber management, wildlife and remote recreation -- with no documented degradation of the wilderness recreation experience or setting in the AWW restricted zone.</p> <p>Regarding designated visible areas, those areas are already fully protected, in accord with the existing statutes and policies, as described in the Draft Plan.</p> <p>Regarding the alternative suggestion to designate the areas within the one-mile zone to non-motorized [non-mechanized in IRP] backcountry: see the preceding response under “I. General Comments...”.</p>
<p><b>Topic: Gates on management roads that enter the one-mile zone of the AWW</b></p>	
<p><u>Cathy Johnson, NRCM</u>: Gates should be installed on all roads at the point at which they enter the one-mile zone to protect the AWW wilderness experience.</p>	<p>Existing AWW statutes and policies do not require gating or closure of roads within the one-mile zone, nor does the Bureau believe this is necessary to protect the AWW wilderness experience. However, the Bureau has closed roads within the AWW restricted zone and gated other roads that approach within ¼ mile of the restricted zone, particularly near AWW campsites.</p>
<p><b>III. Comments specific to Telos Unit</b></p>	
<p><b>Topic: Timber harvesting methods in and near mapped deer wintering areas</b></p>	
<p><u>Matt LaRoche, AWW</u>: I would like to see BPL use small scale logging equipment when operating in and near mapped deer wintering areas. In other words, one skidder all winter, harvesting low volumes over several winters. This would provide food and packed skid trails for deer over an entire winter for more winters than the way current harvests are being carried out.</p> <p><u>Shawn Haskell, MDIF&amp;W</u>: [email sent in response to preceding comment] I think it’s a really good idea. However one might want to define a “small equipment operation”, the intent is clear.</p>	<p>The Bureau acknowledges the potential benefit for deer of the suggested harvesting method but believes there are significant economic and contracting challenges to implementing it. With low volumes harvested, this type of operation would cost more to conduct than the value of the forest products harvested, particularly given the cost to plow access roads. In addition, it may be difficult to find harvesting contractors interested in the work given the low volumes and/or who have the small equipment to do the work. Nevertheless, the Bureau will consider this harvesting approach, perhaps in conjunction with</p>

	<p>harvesting in adjacent areas outside the DWAs, if circumstances allow the economic and contracting challenges to be overcome.</p>
<p>Topic: Timber management in riparian zones</p>	
<p><u>Don Cameron, MNAP</u>: The statement “<i>Timber management is allowed in riparian zones to promote wildlife habitat</i>” (page 26) lacks specificity regarding wildlife habitat objectives. Timber harvesting in these areas may benefit some species but would also compromise habitat values for other species. We recommend being more explicit about what kind of wildlife is being managed for, and whether the wildlife habitat objectives might vary from site to site.</p>	<p>The Plan has been revised with this addition: “When timber management occurs the treatment used will vary from site to site, depending on resource conditions and wildlife habitat objectives.”</p>
<p>Topic: Request for development of boat access on Webster Lake/comments on hand-carry boat access recommendation</p>	
<p><u>Matt LaRoche, AWW</u>: Change wording for the construction of a boat launch on the south shore of Webster Lake to more definitive language. I suggest the following: “Will construct a hand-carry boat launch on the south shore of Webster Lake with a small (4 or 5 vehicles) parking area.”</p> <p>This boat access would provide summer access to Webster Lake. Many people would like to fish at Webster that are not affluent enough to fly into this lake. The perception is that this lake is managed only for sporting camps that fly sports into the lake. I do not believe that a horse power limit would be needed if the boat launch were constructed so that trailers could not be backed into the water. I know that many more canoeists would paddle Webster Stream if they did not have to run or portage the section of Webster Stream from Telos Dam to Webster Lake (class III whitewater). The boat access would also provide winter access to Webster Lake.</p> <p><u>Kevin Dunham, MDIF&amp;W</u>: I am in favor of and would very much like to see a boat launch established at Webster Lake. This office receives angler inquiries/comments/complaints regarding access to Webster Lake from time to time; it’s apparent there is an access need and such an opportunity would be utilized. A small, trailer-able launch could be created in such a way as to provide safe, adequate angling access for the public while</p>	<p>The management recommendation has been revised to include a description of parking, as suggested, but retaining “near” rather than “on” the south shore. To preserve the quiet wilderness setting vehicle access and parking in the current proposal for a carry-in facility would be set back from the shore by 460 feet, with a carry-in trail to the shore.</p> <p>The term “consider” is used because the Bureau believes that additional time is required to confer, after the Plan is adopted, with all stakeholders on the potential benefits as well as adverse effects of this proposal, before a decision is made, given the sensitivity of the resource. Specifically, this will allow for a thorough evaluation of the need/demand for this facility vs. the potential adverse impact of increased access on the type of boating and angling experience that has historically been provided on Webster Lake, both within the Telos Unit and within Baxter State Park.</p> <p>The Bureau recognizes the desire expressed by IF&amp;W and some anglers that the Bureau to develop trailered boat access to Webster Lake. However, in our judgment, that desire does not outweigh the value of a carry-in only, generally non-motorized boating and angling experience at Webster Lake, given the relative scarcity of that type of experience on lakes of its size with a</p>

<p>maintaining the wild aesthetics of Webster Lake. Any launch constructed should be able to facilitate small boats/canoes up to say 16' and have sufficient parking for 4 or 5 vehicles w/trailers.</p> <p><i>[Comment further reports low use of the lake during both summer and winter, with a table providing winter creel survey data for the lake from 2008, 2013, and 2018. It asserts that an increase in use that would be expected with development of a trailer launch would not result in the lake losing its wilderness appeal. The comment concludes with a summary of fishery management at the lake and the statement that existing harvest regulation will protect the fishery if anglers are provided enhanced access.]</i></p>	<p>high-quality fishery. We believe that providing carry-in access where none exists now (other than the Webster Stream portage trail, which cannot be accessed by vehicle) will provide a measure of improved access to the fishery.</p>
<p><b>Topic: Concerns about development of boat access on Webster Lake</b></p>	
<p><u>Cathy Johnson, NRCM</u>: NRCM does not support any new road building, or extending or improving any existing roads, closer to Webster Lake, and we do not support creating a new boat launch (either trailered or hand carry) on Webster Lake. Webster Lake is one of a very few remote lakes of this size that remain relatively inaccessible. There are many lakes in the North Woods where boaters and anglers can access the water with either a trailered or hand carry launch. Webster Lake is currently accessible to boaters and anglers by way of the portage trail from Telos Lake, which is accessible by vehicle. This access ensures that the remote experience of Webster Lake, including the portion that is within Baxter State Park, remains. Making vehicle and boating access to Webster Lake easier would negatively impact this remote section of Baxter State Park. Paddlers paddling Webster Stream have other portages – the one from Telos to Webster is not a factor limiting Webster Stream use.</p> <p><u>Eben Sypitkowski, Baxter State Park</u>: Increasing boat access to Webster Lake could have dramatic, irreversible effects on both the ecology of the upper East Branch drainage and the remote wilderness character of Webster Lake.</p> <p>Offering vehicular access to Webster Lake will compromise the wilderness character of this remote waterbody in permanent and irreversible ways. The Bureau has done a wonderful job thus far protecting this, and it would be unfortunate to give up on that</p>	<p>As described in the preceding response, the Bureau’s proposal is to develop vehicle access and parking set back from the lake shore with a 460-foot carry-in trail to shore. We believe this type of facility allows for a degree of improved access for boaters and anglers while preserving the relatively scarce remote and wild setting, both within the Telos Unit and within Baxter State Park, on Webster Lake.</p> <p>It should be noted that the portage trail from Telos Lake is not accessible by vehicle; the access road is gated about 1 mile from Telos Dam.</p> <p>Given that most of the lake is within Baxter State Park, the Bureau takes special note of the desire expressed by the Park to preserve the remote wilderness character of Webster Lake, as well as the ecology of the lake and connected aquatic systems of the East Branch drainage, and the heightened concerns expressed about adding trailered boat access.</p> <p>The intent of the current carry-in boat access proposal is to provide a degree of enhanced access to the lake for boaters and anglers, while minimizing the impacts on the remote wilderness character of the lake.</p> <p>In our view, the concerns expressed support our intention to allow time for further conversation</p>

<p>laudable goal now. Given that this shoreline is shared with the Park, which is managed as a wilderness area for those “who are willing to walk and get close to nature” as Governor Baxter wanted, the threat to the wilderness character of this remote lake is a threat to the wilderness experience within the Park. The Park is committed to working with the Bureau to continue to protect the character of this unique area.</p> <p>It is much more difficult to undo such access after it is increased, and instead of honoring and preserving the rare status of a lake of this size as a carry-in boating and remote fishing experience, this access would degrade the wilderness value and experience on Webster, making it similar to other large lakes in the region that provide easier access. There are few places where we can preserve this end of the spectrum of outdoor experience; we should be very careful about changing this special status.</p> <p>Trailer boat launches especially offer an entry point for aquatic invasive species, both through the ease with which careless fishermen could introduce nonnative species, and the potential to bring in aquatic plant invasives. While the latter may not be a primary concern in the north country yet, the threat will come, and it will have been easier to keep access as it is now, rather than manage another entry point. Given the Bureau's limited resources for management in this area, it is unclear how the Bureau would monitor and manage this access sufficiently to prevent misuse.</p>	<p>and consideration with Baxter State Park and other stakeholders before making a decision on the issue.</p>
<p>Topic: Management recommendation to move storage of RVs/trailers from Kellogg Brook site to Chamberlain parking lot, in conjunction with existing parking, tent camping and winter RV camping</p>	
<p><u>Matt LaRoche, AWW</u>: At Kellogg Brook, shifting of that use to the Chamberlain Parking lot is not appropriate for AWW. Camping is not allowed, by rule in Chamberlain parking lot from May 16 – 30<sup>th</sup>. There are two campsites located in the woods near the rear of the parking lot. These sites were constructed primarily for late arrivals to the AWW. The AWW has no interest in managing a trailer storage area in the Chamberlain Parking lot.</p> <p><u>Cathy Johnson, NRCM</u>: We agree with the superintendent of the AWW that the uses currently taking place at the Kellogg Brook site should not be shifted to the Chamberlain Bridge parking lot.</p>	<p>The practice of storing RVs/trailers at Kellogg Brook and elsewhere near Chamberlain Bridge is a long-standing one, in association with winter camping operations managed by the AWW at Kellogg and Chamberlain Bridge parking area.</p> <p>Although it has been a long-standing practice, storage of RVs/trailers at the site is in violation of the BPL policy limiting campsite stays to 2 weeks and the site as currently configured does not meet LUPC regulations for campgrounds. In addition, use is limited to those relatively few people who store RVs/trailers there, and both site</p>

<p>Given that camping is limited to two weeks, trailers should be removed from the area for the remainder of the year, not moved closer to the AWW. Creating a trailer storage area within the AWW is inconsistent with the AWW’s legal mandate to “develop its maximum wilderness character.”</p>	<p>conditions and facilities are poor for camping use.</p> <p>We would like to continue to provide the opportunity for RV/trailer storage in the vicinity. However, the recommendation to move this use to the nearby Chamberlain parking lot has been deleted, due to the concerns expressed about maintaining the character of the AWW.</p> <p>The Northern Region will work with the AWW to investigate other options for RV/trailer storage in the general vicinity, including at sites off the public land.</p>
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**III. Round Pond Unit**

Topic: Management recommendation to expand vehicle access on the east side of the Unit by moving the existing gate to a location near the trail to the fire tower

<p><u>Matt LaRoche, AWW:</u> The AWW opposes moving the gate on the southeast entrance of the unit to within ¼ mile of the tower trail. I would suggest moving the gate no closer than a mile from where the road crosses the tower trail. A road to the trail could create a conflict with AWW visitors as many hikers would take the trail down to the AWW campsite located at the trailhead.</p> <p><u>Cathy Johnson, NRCM:</u> NRCM supports maintaining the gate at its current location in order to “maintain non-motorized access for users seeking that type of experience.” Backcountry hunters have very few places to hunt that are distant from vehicles; this area provides the opportunity for that type of experience. In addition, moving the gate closer to the fire tower trail would also degrade the remote hiking experience for AWW paddlers who choose to hike to the fire tower. This type of easy day-use access would lead to increased use of a character that is different from the use by those who are in the middle of a multi-day wilderness trip. Providing road access that close to the trail would also invite conflict with campers on Round Pond. BPL should be supporting the AWW’s mandate to “develop the maximum wilderness character,” not degrading it.</p>	<p>Given the remote location, it is our expectation that the number of people who will drive in to the fire tower will be modest. Also, given that it is a five-mile round trip hike to the river and back from the fire tower, it is not the Bureau’s expectation that many of those people will also hike down to the river. Some may indeed make the hike, but opinion varies as to whether or what proportion of campers who encounter trail hikers at the AWW campsite would be disturbed by such an encounter, such that it would be considered a “conflict.” The proposed gate location is before the road intersection with the trail, so hikers will not encounter vehicle traffic. Moving the gate no closer than one mile would not provide adequate drive-to access to the fire tower that the Bureau believes is appropriate, given the substantial and ongoing investments in the road system and rehabilitation of the fire tower.</p> <p>However, given these concerns, the Bureau proposes to monitor the number of visits to the fire tower, particularly by drive-in visitors, with a register. The AWW may also be able to gauge whether conflicts are occurring at the campsite through AWW ranger’s contacts with campers at the site.</p> <p>Moving the gate to the recommended location would retain large portions of the Round Pond Unit as closed to vehicles, with gated</p>
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	<p>management roads. Therefore, ample backcountry hunting opportunities will remain.</p> <p>Also, as stated above, the Bureau does not believe that moving the gate to a location near the fire tower will result in a significant number of people hiking the trail from the tower to the river/Round Pond. Furthermore, based on AWW statutes and policies, the AWW mandate to “develop the maximum wilderness character” does not apply to areas well outside the AWW restricted zone, and even outside the one mile zone, where the fire tower and much of the hiking trail lies.</p>
<p>Topic: Management recommendation to continue rehabilitation of fire tower</p>	
<p><u>Matt LaRoche, AWW</u>: The AWW would like to see more definitive language regarding the repair or replacement of the fire tower cab or observation platform. The current platform is not safe.</p>	<p>The replacement cab was installed in the summer of 2020. The Plan has been revised to note this fact.</p>
<p>Topic: MNAP-mapped features (exemplary natural communities, rare plants)</p>	
<p><u>Don Cameron, MNAP</u>: On page 35, Map Figure 6, the area marked as Northern White Cedar Swamp on this map is incorrectly labeled, it should be listed as a Cedar - Spruce Seepage Forest.</p> <p>Also, unfortunately, due to poor timing a significant portion of this feature was operated in soon after it was identified by MNAP. BPL staff were unaware of MNAP’s survey results when the work was completed. I’m not sure how to address this in the plan, although it seems like it should be acknowledged in some way and perhaps noted that if any other management is planned within the mapped area MNAP will be consulted first. In future, we need to be more pro-active about alerting BPL to areas we think may support significant natural areas, and in providing our survey results in something closer to real time.</p> <p>Maybe it could be addressed with something like this: <i>Unfortunately portions of the mapped Cedar - Spruce Seepage Forest were coincidentally scheduled for harvest in the same year the site was surveyed by MNAP and identified as supporting this feature. The field work data did not reach BPL staff in time to reconsider this work. BPL and MNAP are working on a more timely method for data sharing to avoid this type of outcome in the</i></p>	<p>Map Figure 6 has been corrected. The suggested text regarding harvesting in the cedar-spruce seepage forest has been added to the Plan. The comment on a future survey of the hardwood knolls is noted (the Plan text notes that the allocation may be revised pending resurvey by MNAP).</p>

<p><i>future. If any additional management is planned for the Cedar - Spruce Seepage Forest at Schedule Brook MNAP will be consulted first.</i></p> <p>On page 43, regarding the Hardwood Knolls [mapped exemplary occurrence]: I've made a note to have these areas surveyed in the next year if possible.</p>	
<b>IV. Chamberlain Unit</b>	
<b>Topic: Management Recommendation to repair or remove the Allagash Mountain fire tower</b>	
<p><u>Matt LaRoche, AWW</u>: The AWW would like to see more definitive language regarding the repair or replacement of the fire tower cab. The current cab is not safe.</p>	<p>The replacement cab was installed in the summer of 2020. The Plan has been revised to note this fact.</p>
<b>Topic: Management recommendation to consider moving the gate at the Indian Stream entrance to the Indian Pond parcel to a location near the boardwalk to the Eagle Lake shore</b>	
<p><u>Matt LaRoche, AWW</u>: The AWW will provide signage directing people to the portage trail near Indian Stream.</p> <p><u>Cathy Johnson, NRCM</u>: BPL should retain the gate on the Lock Dam Road at its current location at Indian Stream. Moving it west 1,000 feet along the Lock Dam Road as proposed would degrade the wilderness experience for paddlers. In addition, we agree with BPL staff that it would require construction of an additional parking area less than ¼ mile from Eagle Lake, and it would attract illegal campers causing sanitation and maintenance problems, all of which would degrade the AWW.</p>	<p>The Bureau appreciates the AWW making this signage improvement, which will make the boardwalk easier to find. Subsequent discussion of this topic during the planning process indicates that most AWW visitors embarking on multiple day trips from Indian Stream walk their canoes loaded with their gear down the stream to the lake; and that the boardwalk is mainly used by local campowners who keep boats on the shore, as allowed for up to 2 weeks. Nevertheless, the Bureau recognizes the potential benefit of providing more direct vehicle access to the boardwalk, particularly for older people and those with some physical limitations.</p> <p>The Bureau does not agree that moving the gate as proposed would degrade the wilderness experience for paddlers; vehicles would remain outside the restricted zone and more than 900 feet from the shoreline. Subsequent discussion during the planning process indicated that illegal camping was unlikely to become a problem, given that it does not often occur at the existing parking area and that several North Maine Woods-maintained campsites are nearby. No new parking would be constructed, and visitors would be directed to leave vehicles in the existing parking area next to Indian Stream.</p>
<b>Topic: Proposed Dominant Resource Allocations on The Boot and Pump Handle Peninsulas</b>	
<p><u>Don Cameron, MNAP</u>: We would strongly recommend changing the allocation for the Pump Handle Peninsula area, “a mature forest with little</p>	<p>Since the Draft plan was completed, the Bureau proposed that the two peninsulas be added to the Ecological Reserve system. In September 2020,</p>

<p>to no evidence of past harvesting” from Remote Recreation to Special Protection. It would be in keeping with FSC forest certification criteria to retain this example of unmanaged late successional forest. Remote Recreation could certainly be a secondary allocation or a co-allocation. Similarly, we recommend changing the allocation for the Boot Peninsula area from Remote Recreation to Special Protection. There are very few examples of unmanaged Spruce - Fir Cinnamon Fern Forest (spruce flats) remaining in the state, and only a couple of those are on conservation land.</p> <p><u>Cathy Johnson, NRCM</u>: Given their exemplary natural resources, recreational value, and visibility from the watercourse, the Boot and Pump Handle parcels should remain unregulated and not harvested, and therefore not allocated to Timber Management as a secondary allocation. These are areas that should be provided greater permanent protection through designation as ecological reserves or non-motorized backcountry areas.</p>	<p>the Ecological Reserves Scientific Advisory Committee unanimously voted to support inclusion of these areas into the Chamberlain Ecological Reserve. Accordingly, the resource allocations for both areas have been revised to Special Protection – Ecological Reserve.</p>
<p><b>Topic: Recently completed trail to the historic locomotives through the Chamberlain Ecological Reserve</b></p>	
<p><u>Cathy Johnson, NRCM</u>: The recently built trail to the locomotives has resulted in significantly increased day use/walk-in access to the shore of Eagle Lake, which has degraded the wilderness character of the AWW. Groups of 100 have been reported. Paddlers have reported a significant degradation of the wilderness paddling experience when encountering large groups of day users at the locomotives. NRCM urges the Bureau to discontinue the trail or negotiate with the abutting landowner to move the trail head out to the point where the access road enters the one-mile zone (where the gate used to be).</p>	<p>While it appears from anecdotal information that there has been an increase in walk-in visitors to the locomotives, it is not clear that the increase has been substantial, or that the change has resulted in more large groups. The locomotives were already a popular, well known and publicized destination when only informal parking and user-created trails existed. It was certain that this use would continue and perhaps grow, using the poorly-sited trails and with no formal trailhead or toilet facilities provided. In the Bureau’s judgement, the best management option was to provide a trailhead with kiosk and privy, and a trail constructed to BPL standards, to provide walk-in access to the unique historic resources present at the locomotives as well as the tramway historic district. The location of the trailhead, on private land outside the ecological reserve, was negotiated with the landowner and best met the needs of the landowner and BPL.</p>
<p><b>Topic: Road access at tramway (Chamberlain Ecological Reserve)</b></p>	
<p><u>Ed Meadows, former BPL Director (retired)</u>: In the past there has been considerable discussion regarding allowing, or not allowing, road access to cross the Tramway at Chamberlain/Eagle lakes (p.</p>	<p>The tramway is within the Chamberlain Ecological Reserve, designated in 2001. There are no existing roads within the reserve and the reserve designation prohibits development of</p>

52). Perhaps that is addressed in the AWW Plan, not this one.	new roads (as well as commercial timber harvesting, in most circumstances, which would be the primary purpose for providing road access into the parcel), per the IRP.
<b>V. Chesuncook/Gero Island Unit</b>	
<b>Topic: Proposed sale of Chesuncook Village Lease and Camp Lots</b>	
<p><u>Ed Meadows, former BPL Director (retired)</u>: If a decision is made to sell certain lots, BPL should be sure the sale price includes ALL costs of the transaction, in addition to market value of the land. Otherwise the public is subsidizing the buyers. Costs include appraisal, legal, closing, survey and administrative time needed to process the transactions. These costs are separate from the value of the land. Boundaries should be marked at buyer expense. Sale documents should require buyer to agree with all conditions of sale and future use, including provision for no trespassing, clearing, storing, etc. of public land adjacent to buyers' property.</p>	<p>The Bureau appreciates the suggestions. Please note that these are administrative decisions that would be made by the Bureau's property manager, should the Bureau decide to sell a lot to an abutter, and will not be addressed in the management plan.</p>
<b>VI. Allagash Lots</b>	
<b>Topic: Proposed Dominant Resource Allocations (Special Protection) on Southeast and Northeast lots</b>	
<p><u>Don Cameron, MNAP</u>: The listing of Special Protection sites for this unit (page 85) appears to be incomplete. If we followed it correctly, the text appears to be listing the Special Protection sites <u>in general</u> for this unit so in theory should list everything, but it only addresses the St. John River frontage area on the SE lot. We believe it should also list the Hardwood Seepage Forest also on the SE lot, the river frontage for the NW lot, and the Northern White Cedar Swamp north of Falls Pond.</p> <p>We did note that the cedar swamp north of Falls Pond is listed in the section specifically addressing the Falls Pond lot, and also highlighted on the map.</p> <p>And in keeping with our comments about adding buffers to Special Allocation features, we recommend all the St. John River frontage on these BPL lots be given a 250' no management buffer. In this case, since the mapped features are all on the riverbank, 250' from the forest edge would be appropriate. We also recommend a 250' no management buffer be put around the Hardwood Seepage Forest in the SE lot.</p>	<p>The Hardwood Seepage Forest on the Southeast Lot was missing from the data; it has now been added and a Special Protection allocation added in that area.</p> <p>As noted, the cedar swamp north of Falls Pond is allocated to Special Protection on page 90 of Plan, within the surrounding wetland/IWWBH/DWA area allocated to Wildlife.</p> <p>The St. John rivershore on the Allagash Southeast Lot (with Special Protection allocation on the immediate riverbank) and on the Northeast lot are both in a Wildlife allocation per the standard 330 ft. major riparian buffer. A Special Protection – Natural Area allocation has been added to the Northeast Lot river shore where MNAP has documented two rare plants and a seep.</p> <p>As stated above in response to comments on other areas allocated to Special Protection, the Bureau will consult with MNAP before conducting any management activity in proximity to these areas. This language has been added to the Plan.</p>

<p>Cathy Johnson, NRCM: [comments on the Allagash Southeast Lot]_High Conservation Value Area: Given its designation as a High Conservation Value Area, its status as a potential ecological reserve, and its numerous rare plants, the plan should clarify that no timber harvesting will take place on the portion of the parcel that is between Rt. 161 and the St. John River.</p> <p>Hemlock stand: The portion of the unit that includes the northwestern-most stand with a significant component of hemlock should be designated a special protection area.</p>	<p>Regarding the Southeast Lot and High Conservation Value Area/potential ecological reserve: High Conservation Value Area is a designation that has since been supplanted by more up-to-date MNAP surveys and mapping of rare plants and exemplary natural communities. The portion of the lot mentioned is not currently under consideration as potential ecological reserve.</p> <p>The documented rare plants on the Southeast Lot are confined to the immediate rivershore, being dependent on the natural disturbance that occurs there due to river ice. Outside the proposed Special Protection area on the Rivershore, the approximately quarter-mile wide area between the river and the highway is allocated to Wildlife, due to both the standard major riparian buffer (330 feet from the shoreline) and the mapped DWA present. Management of the DWA to maintain the desired cover, in this area and elsewhere on the lot, requires active timber management.</p> <p>Although the hemlock stand is in an area allocated to Timber Management (upslope of Rt. 161), it is in a portion of the lot designated “unregulated” due to steepness; therefore, it will not be harvested and does not require additional protection.</p>
<p><b>Topic: General comments on protection of natural resources on the lots</b></p>	
<p>Ed Meadows, former BPL Director (retired): The Allagash and Falls Pond lots contain important natural resources which should continue to receive priority emphasis in management decisions for those parcels.</p>	<p>The Bureau believes the proposed dominant resource allocations, which include Special Protection and Wildlife allocations on much of the lots, reflect the priority placed on protection of important natural resources.</p>
<p><b>VI. Plan Appendices</b></p>	
<p>Ed Meadows, former BPL Director (retired): Appendix H. Suggest include in the list of references all relevant statutes and BPL policy documents, including the IRP which was referenced several times, and others (p. 6 et al). These statutes and policy documents are mentioned in the draft plan, so it would be useful to list them out, including effective dates. In this way, there will be a complete list all in one place for easy reference out into the future.</p>	<p>Appendix H has been revised to include the IRP and several other policy and source documents. The Maine statutes (MRSA Title 12) most relevant to the Plan are provided in Appendix B.</p>

<b>Summary of Written Comments on the Final Draft St. John Uplands Region Management Plan (January 21, 2021)</b> (Comment Period: January 27, 2021 – February 17, 2021) Some comments have been excerpted, and introductory or background statements deleted.	
Comment	Response
<b>I. General comments and comments applicable to the Plan as a whole, or not specific to one management unit</b>	
Topic: General comments on management in the plan area	
<p><u>Matt LaRoche, AWW Superintendent:</u>            Thank you to the Northern Region Lands Division for moving ahead with the installation of new cabs on the fire towers on Allagash and Round Pond Mountains. I actually never thought this would happen. I'm sure there were many reasons that could have been cited to not complete this project. Kudos to all that were involved with this project.</p> <p>Overall, I am very pleased with the forestry work that Public Lands does on the land base. The emphasis seems to always be on improving the timber stand, salvaging trees that are in decline and improving stand diversity.</p>	<p>The Bureau's Lands division appreciated the comments.</p>
Topic: General comments on application of resource allocations in the plan area	
<p><u>Melanie Sturm, NRCM:</u>            Overall, we are supportive of the wide use of wildlife management area allocations in the final plan, particularly because this is one of the most ecologically significant areas in Maine and hosts two significant deer wintering areas. Since special protection zones are proposed in the final plan – the most protective resource allocation, as you mentioned – and the secondary resource allocation in many of the wildlife management areas is remote recreation, we are satisfied with the balance BPL struck between timber management, resource protection, and recreation.</p>	<p>The comments are noted.</p>
<b>II. Comments specific to Units bordering the Allagash Wilderness Waterway restricted zone (Telos, Chamberlain, and Round Pond Units)</b>	
Topic: Protection of Wilderness Character in the Region	
<p><u>Alexander Conover Bennett, Maine Guide:</u>  <i>[Introduction to comments described commenter's background and experiences as a long-time wilderness guide in the region]</i>            What I would like to stress is that access is the key to whether a place can retain a wilderness character. In my time on the Allagash, the access points have gone from a few to over a dozen places. That</p>	<p>Although the management units in this portion of the plan area are among the most remote in the public reserved lands system, requiring long drives on gravel roads to reach, they (unlike the</p>

<p>directly and negatively changed our clients and my students experience. Sometimes we arrive at Round Pond after a few days on the River, only to find all the sites taken because day users had put in at Henderson Bridge and occupied all the sites.</p> <p>I think we need to actually designate certain uses for BPL properties or units. (As we did on the Allagash and are still trying to maintain. ) In other words, rather than trying to have each unit serve all user groups, and putting in easy access for everyone, instead, focus upon something special that unit has and have the access reflect that. For instance, say we have a BPL unit with an exceptional unstocked wild brookies pond or lake. The ideal would be to have dedicated use for non-motorized, walk-in fly fishing only, encouraged and provided for.</p> <p>For if we don't dedicate the uses of each unit in a focused way then everything goes to default mode - i.e. roads and easy access. Places like the Tramway could quickly go to a noisy, motorized, easy access site if we let it. But that would not be in accordance with the AWW statutes. And it would drastically change the feeling of coming upon those old engines in the middle of a long canoeing trip. So, it's a slippery slope. Wild areas and wild experiences disappear fast.</p> <p>Being very careful with access is critical to how we maintain both thriving BPL units and a happy public. There need to be places that are wild and forever wild in this over-populated, over- busy world. Maine has tremendous potential in being a wilderness destination if we allow for it, value it and carefully provide guidelines in our long term planning documents.</p>	<p>AWW) are not managed for wilderness values. All are managed for multiple uses, including remote recreation and timber management, with road access managed to support those uses.</p> <p>However, portions of these units, due to ecological reserve designation, by management decision, or due to other factors that impact road access, are managed for summer walk-in access only and supply relative solitude and quiet. For example, much of the road system on the east side of the Round Pond Unit has historically been gated. Within the Chamberlain Unit, the Chamberlain Ecological Reserve (which contains much of the tramway historical district) is roadless by policy; other subunits are also roadless, or without roads open to public use.</p> <p>The Bureau intends to expand road access on the east side of Round Pond by relocating a gate, to take advantage of the improved road system and allow reasonable walk-in access to the rehabilitated fire tower, which has not been available for most visitors. At Round Pond, and across the plan area, the Bureau's aim is to balance vehicle and walk-in access and satisfy a range of visitor preferences. It should be noted that there are BPL public land units (outside this plan area) with remote (no roads within ½ mile) wild brook trout ponds managed for walk-in fly-fishing.</p> <p>Regarding access to the locomotives (within the AWW restricted zone), the Bureau is working with the AWW to document increased use that may be due to the recently developed trailhead and trail on the public land, and to manage the area in a way that respects AWW wilderness values.</p>
<p><u>Tim Caverly:</u>  <i>[The comments included an introduction describing his North Maine Woods and Allagash experience, including as Allagash Supervisor from 1981-1999.]</i>  I hope that the Bureau will consider impacts that decisions will make on [all] units of the St. John Uplands management area and the adjacent Allagash Wilderness Waterway. A status so respected that it is protected by state and federal law. A place where opportunities still exist for a</p>	<p>See preceding responses.</p>

<p>sense of wildness and melding within natural habitats.</p>	
<p><b>III. Comments specific to Telos Unit</b></p>	
<p><b>Topic: Management of deer wintering areas, potential Habitat Management Agreement</b></p>	
<p><u>Matt LaRoche, AWW Superintendent:</u>  I would like to see expanded areas around deer wintering areas designated as wildlife management as the dominate use. The expanded areas to be twice the size of the zoned deer yards.</p> <p>I would really like to see a signed Habitat Management Agreement with IF&amp;W for this unit. It is hard to believe that an HMA was not signed with IF&amp;W many years ago. If an HMA was signed with IF&amp;W the suggestion to expand the zoned deer yards would not be necessary... The deer herd is hurting in the unit, but a few mild winters and some other strategies could bring the deer herd back.</p> <p>Another suggestion is to have small harvest operations around the deer yards that last all winter. This would provide tops for feed and packed down areas for the deer to move freely (<i>I understand from Doug that they are trying this adjacent to the Pittston Farm deer yard</i>). When I brought this up in the past, the response from the local forester was that it would be too expensive to plow the roads. My response to that is, this is public land and the cost of plowing roads should not be the determining factor in the implementation of a practice that benefits the deer herd.</p>	<p>As described in the management recommendations, the Bureau intends to survey the DWAs within the Unit, and to work with IF&amp;W on development of a draft HMA if survey data, modeling results and field observations indicate that management for deer wintering habitat is viable and worthwhile.</p> <p>If the determination is made, with IF&amp;W, not to proceed with an HMA for the Unit, BPL will continue to work with IF&amp;W in the zoned deer wintering areas. If in the future the viability of a wintering deer herd increases BPL will work with IF&amp;W on an HMA.</p>
<p><b>Topic: Comments on Webster Lake hand-carry boat access recommendation</b></p>	
<p><u>Matt LaRoche, AWW Superintendent</u>  On page 33, under Webster Lake Boat Access, delete “consider” and just say develop a drive-in access... There are no LUCP or BPL designations for special protection or restricted access at Webster Lake. In fact, there used to be vehicle access at the inlet of the lake. As a compromise, I suggest a road to within 100 feet of the lake with an improved six foot wide trail to the edge of the water. A turn around would need to be built at the end of the road, a parking lot for six vehicles could be built outside the zoned deer yard. The need to carry 100-feet to the water will restrict the size of watercraft and motors on the lake. The six foot wide foot trail could also serve as a snowmobile access to the lake. I have talked with several people that think Webster</p>	<p>As stated in response to similar comments on the Draft Plan, the term “consider” is used because the Bureau believes additional time is needed, after the Plan is adopted, to discuss with stakeholders the potential benefits and potential adverse effects of the proposal. Also, the Bureau would like to confirm that the potential beneficiaries of the proposed compromise concept consider it worthwhile and would use the carry-in access before proceeding.</p> <p>The current proposal for providing boat access at Webster Lake includes a new parking area at the end of a new road that would extend some distance into the zoned deer yard, with a 460-foot</p>

<p>Lake is being managed for the few people that can afford to be flown into Webster Lake.</p>	<p>carry-in trail. This concept is a compromise between maintaining the status quo of no boat access to the lake (based on prior public input, the preference of commenters who place a high value on the non-motorized remote setting) and providing trailer launching for small boats (recommended by IF&amp;W and other commenters who believe improved access for anglers and other boaters is warranted).</p>
<p><u>Melanie Sturm, NRCM:</u> We remain concerned with...adding trailered boat access at Webster Lake. We urge you to abandon the proposal to create additional access to this water body and instead maintain carry-in access only. Allowing motorboats on the lake, even with limits on engine horsepower, will not adequately preserve the scenic and remote character of the undeveloped shoreline or prevent aquatic invasive species introduction. We strongly urge BPL to work in close coordination with Baxter State Park on management decisions at Webster Lake, with the goal of not adding motorboats.</p>	<p>As stated in the preceding response, the current proposed carry-in access is a compromise between the current lack of boat access to the lake and trailered access for small boats. The Bureau will continue to coordinate with Baxter State Park regarding management of Webster Lake, and will collaborate with IF&amp;W regarding horsepower limits if the proposed carry-in access is implemented.</p>
<p><b>III. Round Pond Unit</b></p>	
<p>Topic: Management recommendation to expand vehicle access on the east side of the Unit by moving the existing gate to a location near the trail to the fire tower</p>	
<p><u>Matt LaRoche, AWW Superintendent</u> On page 48, I think that allowing vehicle access within one quarter of a mile of the Round Pond tower is a mistake. This will make it easier for potential vandalism of the tower and the interpretive material that will be displayed in the cab. The sense of remoteness for those climbing to the tower from the AWW will be diminished. I would suggest that the gate be located no closer than one mile from the tower.</p>	<p>With this recommendation the Bureau is seeking to provide a walk-in experience of a reasonable distance for most likely visitors to the newly refurbished fire tower, noting the significant investment made in the refurbishment of the tower as well as in the improvement of roads on the east side of the Unit. The Northern Region takes note of the valid concern about vandalism and will take that concern into account before implementing the change.</p>
<p><u>Melanie Sturm, NRCM:</u> We...remain concerned with plans to increase ease of access to the [Round Pond] fire tower... specifically because the citizen-approved bond to purchase the Allagash Wilderness Waterway (AWW) requires that the state seek to “develop the maximum wilderness character” of the AWW. We believe plans to continue and expand access at the...fire tower, respectively, would deplete the wilderness character of the AWW by increasing the number of people that may be present at [the] site</p>	<p>See preceding response.</p> <p>It should also be noted that the recommendation to increase ease of access to the Round Pond fire tower would have no effects on the AWW. AWW paddlers who hike up to the tower may encounter more visitors than in past years, and more drive-in visitors in particular. However, the site is well outside the AWW restricted zone</p>

<p>during several months out of the year... While we understand BPL is working to balance public access with resource protection and management, we believe the gate regulating access to the fire tower should remain where it is... I hope that you'll take into account the impacts that decisions made on all units of the St. John Uplands management area will have on the neighboring, state managed AWW.</p>	<p>and one-mile zone and is not managed for wilderness character.</p>
<p><u>Tim Caverly</u> If the current gate is relocated closer to the tower, it is likely that public use will increase because the area will become a hiking destination. Thus, reducing the aesthetics of those who have paddled the corridor, arrived at Round Pond, hiked to the tower, only to find day use groups who have driven and walked in. The likelihood of such an experience was confirmed last fall when a picture was posted on social media of a person who had climbed the tower and taken a photograph of his pickup parked near the steel base. I am also concerned that moving the gate further the north would open an old road and encourage vehicle access to the Jalbert Sporting Camps on Round Pond.</p>	<p>As stated in response to the preceding comment, the Round Pond fire tower is not within the AWW and the site and surrounding portion of the Round Pond Unit is not managed for wilderness character.</p> <p>The truck driving to the tower was due to the current gate being left open. When the gate is moved the old road to the Jalbert Camps will be blocked off with rocks.</p>
<p><b>IV. Chamberlain Unit</b></p>	
<p><b>Topic: Recently completed trail to the historic locomotives through the Chamberlain Ecological Reserve</b></p>	
<p><u>Matt LaRoche, AWW Superintendent</u> Manage the trail to the tramway/trains from the road and the portage trail that runs beside the tramway rails as part of the AWW. The AWW would assume management and maintenance of the trail and trailhead. Any significant expenses related to management of these trails to be paid by the Lands Division. The AWW is much better positioned to assume maintenance of the trail and the primary attraction is within the AWW restricted zone. It is going to be a challenge moving forward to minimize the impact of the foot trail access on the wilderness character of the AWW. The AWW is best suited to monitor and manage that use.</p>	<p>The Northern Region is interested in collaboration with the AWW for management and maintenance of the trails. A formal management agreement may be useful.</p> <p>The Lands Division will work with the AWW to manage the area with respect to preserving the wilderness character of the AWW.</p>
<p><u>Melanie Sturm, NRCM:</u> [These comments were interwoven with those above on access to the Round Pond fire tower.] We...remain concerned with plans to increase ease of access to the...locomotives, specifically because the citizen-approved bond to purchase the Allagash Wilderness Waterway (AWW) requires that the</p>	<p>The Lands Division and Northern Region recognize the concerns about increased numbers of visitors to the locomotives within the AWW, enabled in part by the new trailhead and trail. It should be noted that even before these facilities were developed, the site was well publicized in</p>

<p>state seek to “develop the maximum wilderness character” of the AWW. We believe plans to continue and expand access at the locomotives...would deplete the wilderness character of the AWW by increasing the number of people that may be present at [the] site during several months out of the year. While we certainly support public access to public lands, we also strongly support efforts to protect the maximum wilderness character of the AWW. The AWW is the state’s only wild and scenic river and there are few remaining places like the Allagash in the entire Eastern United States. As such, extra effort must be made to conserve the AWW’s natural resources and habitat and to prevent the slow chipping away of the AWW’s wilderness character by incrementally easing restrictions. While we understand BPL is working to balance public access with resource protection and management, we believe...that access to the locomotives by land should be discontinued. While we understand that there is no data documenting the level of walk in/day use, we are aware of several firsthand accounts from people traveling the waterway suggesting that there have been so many people congregated at the trains that it degrades the experience for paddlers. I hope that you’ll take into account the impacts that decisions made on all units of the St. John Uplands management area will have on the neighboring, state managed AWW.</p>	<p>various media and visitors frequently walked in on the poorly sited and unmanaged user-created trail that existed for many years. The level of interest in visiting the site is a testament to the uniqueness and historic value of the site. Other than by use of the informal trail, the site had been available during the summer only to boat-in visitors.</p> <p>As stated above, the Bureau is working with the AWW to document increased use enabled by the recently developed trailhead and trail on the public land, and to manage the area in a way that respects AWW wilderness values.</p>
<p><u>Tim Caverly:</u> The citizen-approved bond to purchase the Allagash Wilderness Waterway (AWW) required that the state seek to “develop the maximum wilderness character” of the AWW. I believe plans to continue and expand access at the locomotives...would not only deplete the wilderness character of the AWW, but increase the number of non-canoers to frequent these sites.</p> <p>According to North Maine Woods, the summer and fall season of 2019 saw a total of 1,609 people registered at NMW’s gates to hike into the trains. The summer of 2020 saw a dramatic increase with 3,086 registering to visit the trains from spring opening to Oct. 16<sup>th</sup>. Almost a 60% increase over the 2019-year traffic. However, those figures only represent visitors who registered at a North Maine Woods gate. They do not represented visitation</p>	<p>See preceding response.</p> <p>[The comments also included statements in opposition to easing access to the Allagash Mtn. fire tower by moving a gate; no such change has been recommended in the plan.]</p>

from other sources such as local camp leases, sporting camp clients, or nearby fly in traffic. Canoers who visited the site, reported meeting groups of 50 to 80 people who had comfortably hiked the 16 minutes from the nearby parking lot.

Today's access to the Tramway along 'Sarah's Road' in T8R13 was a route once blocked for many years at the one mile of the AWW, has only recently opened and extended closer to the Trains.

As someone who has walked the ground and heard from hundreds about significance of the area's wildness, I strongly support efforts to protect the maximum wilderness character of the AWW. The AWW is the state's only wild and scenic river and there are few remaining places like the Allagash in the entire Eastern United States. As such, extra effort must be made to conserve the AWW's natural resources and habitat to prevent the slow chipping away of the AWW's wilderness character by incrementally easing restrictions. I support the Natural Resource Council of Maine when they commented that ...access to the locomotives by land should be discontinued.

While the plan does discuss some recent improvements to the history of the Tramway, there is key information missing. From 1995 to 1999 volunteers worked to jack, replace rail bed and steel rail to stabilize leaning locomotives. Their effort saved the State thousands of dollars. At the time, due to the weight of the project, BPL offered to build a road into the site. But the group, fully committed to living within the 'To Develop Maximum Wilderness Character,' legislation, turned down the offered improvement. Choosing to do the hard labor by hand.

Seems so, the Bureau of Parks and Lands should display that same ethical standard 'to Developing Maximum Wilderness Character' exemplified by those hard-working volunteers so many years ago. To support and encourage that effort, again I feel the current Sarah's Road should be discontinued at the outer edge of the AWW's Mile Zone.

## *Appendix B: Guiding Statutes and Agreements*

- *MRSA Title 12*
- *Round Pond Deer Wintering Habitat Management Agreement*

### MRSA Title 12

#### **§1846. ACCESS TO PUBLIC RESERVED LANDS**

**1. Legislative policy.** The Legislature declares that it is the policy of the State to keep the public reserved lands as a public trust and that full and free public access to the public reserved lands to the extent permitted by law, together with the right to reasonable use of those lands, is the privilege of every citizen of the State. The Legislature further declares that it recognizes that such free and reasonable public access may be restricted to ensure the optimum value of such lands as a public trust but that such restrictions, if and when imposed, must be in strict accordance with the requirements set out in this section.

[ 1997, c. 678, §13 (NEW) .]

**2. Establishment of restrictions on public access.**

[ 2001, c. 604, §10 (RP) .]

**3. Unlawful entry onto public reserved lands.**

[ 2001, c. 604, §10 (RP) .]

**4. Development of public facilities.** The bureau may construct and maintain overnight campsites and other camping and recreation facilities.

[ 1997, c. 678, §13 (NEW) .]

**5. User fees.** The bureau may charge reasonable fees to defray the cost of constructing and maintaining overnight campsites and other camping and recreation facilities.

[ 1997, c. 678, §13 (NEW) .]

#### SECTION HISTORY

1997, c. 678, §13 (NEW). 2001, c. 604, §10 (AMD).

## §1847. MANAGEMENT OF PUBLIC RESERVED LANDS

**1. Purpose.** The Legislature declares that it is in the public interest and for the general benefit of the people of this State that title, possession and the responsibility for the management of the public reserved lands be vested and established in the bureau acting on behalf of the people of the State, that the public reserved lands be managed under the principles of multiple use to produce a sustained yield of products and services by the use of prudent business practices and the principles of sound planning and that the public reserved lands be managed to demonstrate exemplary land management practices, including silvicultural, wildlife and recreation management practices, as a demonstration of state policies governing management of forested and related types of lands. [1997, c. 678, §13 (NEW).]

**2. Management plans.** The director shall prepare, revise from time to time and maintain a comprehensive management plan for the management of the public reserved lands in accordance with the guidelines in this subchapter. The plan must provide for a flexible and practical approach to the coordinated management of the public reserved lands. In preparing, revising and maintaining such a management plan the director, to the extent practicable, shall compile and maintain an adequate inventory of the public reserved lands, including not only the timber on those lands but also the other multiple use values for which the public reserved lands are managed. In addition, the director shall consider all criteria listed in section 1858 for the location of public reserved lands in developing the management plan. The director is entitled to the full cooperation of the Bureau of Geology and Natural Areas, the Department of Inland Fisheries and Wildlife, the Maine Land Use Regulation Commission and the State Planning Office in compiling and maintaining the inventory of the public reserved lands. The director shall consult with those agencies as well as other appropriate state agencies in the preparation and maintenance of the comprehensive management plan for the public reserved lands. The plan must provide for the demonstration of appropriate management practices that will enhance the timber, wildlife, recreation, economic and other values of the lands. All management of the public reserved lands, to the extent practicable, must be in accordance with this management plan when prepared.

Within the context of the comprehensive management plan, the commissioner, after adequate opportunity for public review and comment, shall adopt a specific action plan for each unit of the public reserved lands system. Each action plan must include consideration of the related systems of silviculture and regeneration of forest resources and must provide for outdoor recreation including remote, undeveloped areas, timber, watershed protection, wildlife and fish. The commissioner shall provide adequate opportunity for public review and comment on any substantial revision of an action plan. Management of the public reserved lands before the action plans are completed must be in accordance with all other provisions of this section. [1999, c. 556, §19 (AMD).]

**3. Actions.** The director may take actions on the public reserved lands consistent with the management plans for those lands and upon any terms and conditions and for any consideration the director considers reasonable. [1997, c. 678, §13 (NEW).]

**4. Land open to hunting.** The bureau and the Department of Inland Fisheries and Wildlife shall communicate and coordinate land management activities in a manner that ensures that the total number of acres of land open to hunting on public reserved lands and lands owned and managed by the Department of Inland Fisheries and Wildlife does not fall below the acreage open to hunting on January 1, 2008. These acres are subject to local ordinances and state laws and rules pertaining to hunting. [2007, c. 564, §1 (NEW).]

### SECTION HISTORY

1997, c. 678, §13 (NEW). 1999, c. 556, §19 (AMD). 2007, c. 564, §1 (AMD).

**Round Pond Deer Wintering Area HMA**



**Round Pond Habitat Management Area Plan  
Public Reserved Lands  
T13 R12 WELS**

Maine Department of Conservation  
Bureau of Parks and Lands  
December 31, 2006

## Round Pond HMA Plan

This management plan is specific to the lands in T13 R12 WELS that are administered by the Maine Department of Conservation, Bureau of Parks and Lands, Lands Division. It is adopted pursuant to the cooperative agreement between The Department of Conservation and the Department of Inland Fisheries and Wildlife adopted in 2002 and is incorporated into the appendix of that document.

The Bureau of Parks and Lands administers 20,349 acres of Public Reserved Land and 2,765 acres of the Allagash Wilderness Waterway (designated as a State Park) within the township. The Blanchet-Maibec Road bisects the southwest quarter of the township and is privately owned (Map 1). Irving Woodlands has a small 135 acre C/U share in the town. The lands were acquired from Great Northern Paper Co. in 1968 (AWW) and 1984 (remainder of the town).

The Bureau adopted a 10 year management plan for the property in 1992. One of the management recommendations in the unit plan was to develop a long-term deer yard plan with MDIFW. This was partially accomplished in 2002 when DOC and MDIFW signed a *Long-term Habitat Management Agreement* that governs all winter deer use areas on public lands managed by BP&L. This document states the goals and objectives for HMA management and calls for specific HMA plans to be developed for each deer wintering area. This plan is the first area specific HMA plans to be developed.

The Round Pond unit has the highest potential for sustained production of high-quality spruce and fir saw timber than any other bureau property ( Round Pond Management Plan). The unit is 70% softwood, 19% mixed wood and 11% hardwood forest types. The excellent softwood stands provide important shelter for wildlife, especially during severe winter conditions. Deer yard along the Allagash River and its' tributary brooks and utilize adjacent upland areas except under the most restrictive snow depths. There are two LURC zoned deer yards (P-FW) along the river. Nearly 1,000 acres of P-FW were in place when the town was acquired from GNP. The Bureau and MDIFW co-petitioned LURC to zone an additional 1,000 acres of P-FW in 2003 (Map 2).

The bureau and MDIFW jointly established a 10,000 acre HMA that would be managed primarily for wintering deer based on current and historic deer use and softwood forest types (Map 3). The HMA includes the AWW acreage where timber harvesting is not permitted because these acres currently provide winter cover and serve as a wildlife travel corridor along the river. Approximately 1,000 acres of this HMA is hardwood type and is not included in the area calculations.

History- The township was aggressively sprayed for budworm in the late 70's and early 80's by Great Northern. The bureau conducted harvests on most of the town continuously from 1987 to 2002 except the east central portion which had been clearcut by GNP prior to state ownership. Harvesting is usually done in winter to avoid conflicts with recreation on the AWW and the soils are more suited for frozen ground operations. The bureau uses area regulation to determine its allowable harvest level. Large units are broken into compartments of approximately 1,000 acres (Map 4). Each compartment is cruised and a harvest prescription is written and reviewed by regional staff, program specialists, the entire staff or combinations of these. Harvesting is generally conservative removing 20-33% of basal area using predominantly selection silviculture. Recent harvests have been "improvement" cuts that remove over mature stems, especially balsam fir, and other high risk and defective trees.

This plan is intended to serve as a temporary document for the next 5 year period until forest modeling is fully functional. The Bureau recently acquired the capability to model forest stands but this modeling capability won't be operational until fall 2007. At that time the HMA plan will be updated and winter habitat will be modeled 45 years into the future. The assumptions in this plan rely heavily on the experience of the BP&L field staff, several of whom have managed this land since shortly after it was acquired. That staff experience and the data from the 1999 forest inventory are the basis for the data in this plan.

Assumptions for Round Pond HMA plan

- 1) S2A, S2B, C2A, C2B forest types provide CDWH
- 2) S1A, C1A and SH1A forest types are nearly 30 years old and will be growing into the next size class and will begin to provide conforming cover within the next 5 years.
- 3) With the exception of the M3B type all M types are primarily softwood (SH) and contribute to SDWH
- 4) "1" types become "2" types at age 35
- 5) For this plan we estimate in growth of S1 and SH1 types to S2 and SH2 types at 20% per year for the next 5 years
- 6) "D" stands are assumed to be "1" stands because of the sparse overstory.

**Baseline determination of acres in the HMA**

Timber type	Acres*
C2A	141.6
C2B	262.5
C3A	15.9
S1A	907.9
S1B	28.8
S2A	237.9
S2C	782.7
S2D	180.8
S3A	2.5
S3B	591.6
S3C	221.6
S3D	20.1
SH1A	1,723.2
SH1B	28.1
SH2B	376.2
SH2C	281.3
SH3B	22.4
SH3C	<u>41.5</u>
	9,000.5 forested acres in HMA area exclusive of hardwood types

\*From most recent inventory

**2004 baseline conforming cover**

Timber type	Acres
C2A	141.6
C2B	262.5
S2A	237.9
S2B	<u>3,126.3</u>
<b>Critical DWH</b>	3,768.3 (75%)
C3A	15.9
S1A	107.7
S3A	2.5
S3B	591.6
SH1A	145.1
SH2A	7.6
SH2B	361.6
SH3B	<u>22.4</u>
<b>Secondary DWH</b>	1,254.4 (25%)

Total conforming cover 5,022.7       $\frac{5022}{9000} =$  56% baseline conforming cover in 2004

Summary of harvest activity and cover type changes from 2004-2014. Estimated changes for 2014-2015

Old Compartment number	Planned year of cut	Treated but no change	Acres of change in cover						
			Ac.	Critical to Secondary	Ac.	Secondary to not cover	Ac.	Critical to not cover	Ac.
15	2006 (cut)	S2A → S2B	15	S2A → S2B	15	S3B → M2B	17	S2B → S2C	187
5	2009 (cut)	S2B → S2B	30					S2B → S2C	235
1	2009 (cut)							S2B → S2C	50
4	2011 (cut)	S2B → S2B	100			C3B → C3C	15		
1	2011 (cut)							S2B → S2C	297
17	2012 (cut)	S2B → S2B	80			C2B → C2D	39	S2B → S2C	40
12	2013 (cut)	S2B → S2B	47						
13	2014 (cut)							S2B → S2C	76
16	2014 (cut)							S2B → S2C	34
2	2016	S2B → S2B	200					S2B → S2C	180
<b>Totals</b>			<b>272</b>		<b>15</b>		<b>71</b>		<b>1099</b>

How total conforming cover is affected in 2011 using the above changes (Minimum goal 50%)

In 2004	<u>Conforming Cover</u> Baseline	=	$\frac{5022}{9000} = 56\%$		
In 2009	<u>Conforming Cover</u> Baseline	=	$\frac{5022-504}{9000} = \frac{4518}{9000} = 51\%$		
In 2011	<u>Conforming Cover</u> Baseline	=	$\frac{4518+827 \text{ (S1A Ingrowth)}}{9000} = \frac{5345}{9000} = 60\%$		
In 2014	<u>Conforming Cover</u> Baseline	=	$\frac{5345-681}{9000} = \frac{4664}{9000} = 52\%$		

How critical conforming cover is affected in 2012 using the above changes (S2A, S2B & C2A) {Minimum Goal 25%}

In 2004	<u>Critical Cover</u> Baseline	=	$\frac{3506}{9000} = 39\%$		
In 2012	<u>Critical Cover</u> Baseline	=	$\frac{6+827-1}{9000} = 36\%$		

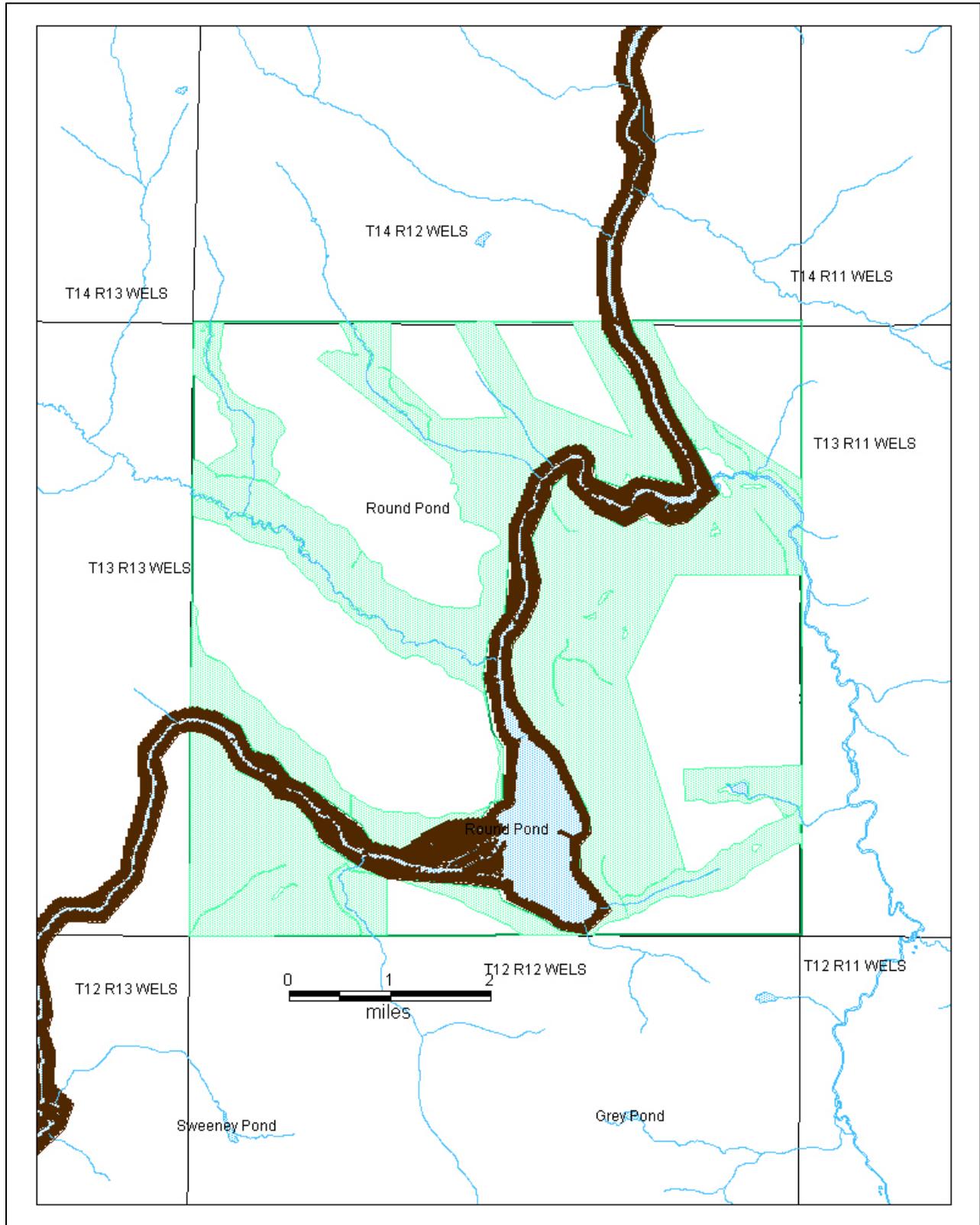
New Inventory and computer modeling is expected soon.

**Definitions:**

**Critical Habitat** - Softwood crown closure of >70% of trees > 6" DBH; Softwood basal area of >100fts<sup>2</sup> of trees > 6" DBH; stand height > 35 feet.

**Secondary Habitat** - Softwood crown closure of 50-70% of trees > 6" DBH; Softwood basal area of 80-100 fts<sup>2</sup> of trees > 6" DBH; stand height > 35 feet.

***ROUND POND DEER WINTERING AREA HMA***



## *Appendix C: A Summary of BPL Resource Allocation System*

### **Designation Criteria for Special Protection Areas**

1. *Natural Areas*, or areas left in an undisturbed state as determined by deed, statute, or management plan; and areas containing rare and endangered species of wildlife and/or plants and their habitat, geological formations, or other notable natural features;
2. *Ecological Reserves*, established by Title 12, Section 1801: "an area owned or leased by the State and under the jurisdiction of the Bureau, designated by the Director, for the purpose of maintaining one or more natural community types or native ecosystem types in a natural condition and range of variation and contributing to the protection of Maine's biological diversity, and managed: A) as a benchmark against which biological and environmental change can be measured, B) to protect sufficient habitat for those species whose habitat needs are unlikely to be met on lands managed for other purposes; or C) as a site for ongoing scientific research, long-term environmental monitoring, and education." Most ecological reserves will encompass more than 1,000 contiguous acres.
3. *Historic/Cultural Areas* (above or below ground) containing valuable or important prehistoric, historic, and cultural features.

### **Management Direction**

In general, uses allowed in special protection areas are carefully managed and limited to protect the significant resources and values that qualify for this allocation. Because of their sensitivity, these areas can seldom accommodate active manipulation or intensive use of the resource. Recreation as a secondary use is allowed with emphasis on non-motorized, dispersed activities. Other direction provided in the IRP includes:

Vegetative Management on Ecological Reserves, including salvage harvesting, is also considered incompatible. Commercial timber harvesting is not allowed on either Ecological Reserves or Special Protection natural areas.

Wildlife management within these areas must not manipulate vegetation or waters to create or enhance wildlife habitat.

Management or public use roads are allowed under special circumstances, if the impact on the protected resources is minimal.

Trails for non-motorized activities must be well designed and constructed, be situated in safe locations, and have minimal adverse impact on the values for which the area is being protected. *Trail facilities and primitive campsites* must be rustic in design and accessible only by foot from trailheads located adjacent to public use roads, or by water.

Carry-in boat access sites are allowed on water bodies where boating activity does not negatively impact the purposes for which the Special Protection Area was established.

Hunting, fishing, and trapping are allowed where they do not conflict with the management of historic or cultural areas or the safety of other users.

Research, interpretive trails, habitat management for endangered or threatened species, are allowed in Special Protection natural areas unless limited by other management guidelines

## **Designation Criteria for Backcountry Recreation Areas**

Relatively large areas (usually 1,000 acres or more) are allocated for Backcountry recreational use where a special combination of features are present, including:

- Superior scenic quality
- Remoteness
- Wild and pristine character
- Capacity to impart a sense of solitude

Backcountry Areas are comprised of two types:

*Non-mechanized Backcountry Areas* – roadless areas with outstanding opportunities for solitude and a primitive and unconfined type of dispersed recreation where trails for non-mechanized travel are provided and no timber harvesting occurs.

*Motorized Backcountry Areas* – multi-use areas with significant opportunities for dispersed recreation where trails for motorized activities and timber harvesting are allowed.

## **Management Direction**

*Trail facilities and campsites in all Backcountry Areas will be rustic in design and accessible from trailheads located outside the area, adjacent to management roads, or by water. All trails must be well designed and constructed, situated in safe locations, and have minimal adverse impact on the Backcountry values.*

*Management roads and service roads will be allowed as a secondary use in those Backcountry Areas where timber harvesting is allowed.*

*Timber management in Motorized Backcountry Areas will be an allowed secondary use, and will be designed to enhance vegetative and wildlife diversity. Salvage harvesting is allowed in Motorized Backcountry Areas only.*

*Wildlife management in Non-mechanized Backcountry Areas will be non-extractive in nature.*

## **Designation Criteria for Wildlife Dominant Areas**

1. *Essential habitats* are those regulated by law and currently consist of bald eagle, piping plover, and least tern nest sites (usually be categorized as Special Protection as well as Wildlife Dominant Areas).
2. *Significant habitats*, defined by Maine’s Natural Resource Protection Act, include habitat for endangered and threatened species; deer wintering areas; seabird nesting islands; vernal pools; waterfowl and wading bird habitats; shorebird nesting, feeding, and staging areas; and Atlantic salmon habitat.
3. *Specialized habitat areas and features* include rare natural communities; riparian areas; aquatic areas; wetlands; wildlife trees such as mast producing hardwood stands (oak and beech),

snags and dead trees, den trees (live trees with cavities), large woody debris on the ground, apple trees, and raptor nest trees; seeps; old fields/grasslands; alpine areas; folist sites (a thick organic layer on sloping ground); and forest openings.

### **Management Direction**

Recreation and timber management are secondary uses in most Wildlife Dominant Areas. Recreational use of Wildlife Dominant Areas typically includes hiking, camping, fishing, hunting, trapping, and sightseeing. Motorized trails for snowmobiling and ATV riding are allowed to cross these areas if they do not conflict with the primary wildlife use of the area and there is no other safe, cost-effective alternative (such as routing a trail around the wildlife area). Direction provided in the IRP includes:

*Habitat management for wildlife*, including commercial and noncommercial harvesting of trees, will be designed to maximize plant and animal diversity and to provide habitat conditions to enhance population levels where desirable.

*Endangered or threatened plants and animals* – The Bureau will cooperate with the US Fish and Wildlife Service, National Marine Fisheries Service, Maine Department of Inland Fisheries and Wildlife, and Maine Natural Areas Program in the delineation of critical habitat and development of protection or recovery plans by these agencies on Bureau lands.

*Timber management* as a secondary use in riparian buffers will employ the selection system, retaining all den trees and snags consistent with operational safety. In other wildlife-dominant areas it will be managed to enhance wildlife values.

### **Designation Criteria for Remote Recreation Areas**

1. Allocated to protect natural/scenic values as well as recreation values. Often have significant opportunities for low-intensity, dispersed, non-motorized recreation.
2. Usually are relatively long corridors rather than broad, expansive areas.
3. May be a secondary allocation for Wildlife Dominant areas and Special Protection – Ecological Reserve areas.
4. Examples include trail corridors, shorelines, and remote ponds.

### **Management Direction**

Remote Recreation areas are allocated to protect natural/scenic values as well as recreation values. The primary objective of this category is to provide non-motorized recreational opportunities; therefore, motorized recreation trails are allowed only under specific limited conditions, described below. Timber management is allowed as a secondary use. Direction provided in the IRP includes:

*Trail facilities and remote campsites* will be rustic in design and accessible by foot from trailheads, management and/or public roads, or by water.

*Existing snowmobile and all-terrain vehicle activity* may be continued on well-designed and constructed trails in locations that are safe, where the activity has minimal adverse impact on

protected natural resource or remote recreation values, and where the trails cannot be reasonably relocated outside of the area.

New snowmobile or all-terrain vehicle trails are allowed only if all three of the following criteria are met:

- (1) no safe, cost effective alternative exists;
- (2) the impact on protected natural resource values or remote recreation values is minimal; and
- (3) the designated trail will provide a crucial link in a significant trail system;

Access to Remote Recreation areas is primarily walk-in, or boat, but may include vehicle access over timber management roads while these roads are being maintained for timber management.

### **Designation Criteria for Visual Areas**

Many Bureau-managed properties have natural settings in which visual attributes enhance the enjoyment of recreational users. Timber harvests which create large openings, stumps and slash, gravel pits, and new road construction, when viewed from roads or trails, may detract significantly from the visual enjoyment of the area. To protect the land's aesthetic character, the Bureau uses a two-tier classification system to guide management planning, based on the sensitivity of the visual resource to be protected.

Visual Class I Areas where the foreground views of natural features may directly affect enjoyment of the viewer. Applied throughout the system to shorelines of great ponds and other major watercourses, designated trails, and designated public use roads.

Visual Class II Include views of forest canopies from ridge lines, the forest interior as it fades from the foreground of the observer, background hillsides viewed from water or public use roads, or interior views beyond the Visual Class I area likely to be seen from a trail or road.

#### **Visual Class I Management Direction:**

Timber harvesting is permitted under stringent limitations directed at retaining the appearance of an essentially undisturbed forest.

Openings will be contoured to the lay of the land and limited to a size that will maintain a natural forested appearance.

Within trail corridors or along public use roads it may be necessary to cut trees at ground level or cover stumps.

Branches, tops, and other slash will be pulled well back from any trails.

Scenic vistas may be provided.

#### **Visual Class II Management Direction:**

Managed to avoid any obvious alterations to the landscape.

Openings will be of a size and orientation as to not draw undue attention.

## **Designation Criteria for Developed Recreation Areas**

*Developed Class I* areas are low to medium density developed recreation areas, while *Developed Class II* areas have medium to high density facilities and use such as campgrounds with modern sanitary facilities. There are no Developed Class II areas in the Moosehead Region public reserved lands (they are more typical of State Parks).

### **Class I Developed Recreation Areas**

Typically include more intensely developed recreation facilities than found in Remote Recreation Areas such as: drive-to primitive campsites with minimal supporting facilities; gravel boat access facilities and parking areas; shared use roads and/or trails designated for motorized activities; and trailhead parking areas. These areas do not usually have full-time management staff.

## **Management Direction**

Developed Recreation areas allow a broad range of recreational activities, with timber management and wildlife management allowed as secondary uses. Direction provided in the IRP includes:

*Timber management*, allowed as compatible secondary use, is conducted in a way that is sensitive to visual, wildlife and user safety considerations. Single-age forest management is not allowed in these areas. Salvage and emergency harvests may occur where these do not significantly impact natural, historic, or cultural resources and features, or conflict with traditional recreational uses of the area.

*Wildlife management* may be a compatible secondary use. To the extent that such management occurs, it will be sensitive to visual, and user safety considerations.

*Visual consideration areas* are often designated in a buffer area surrounding the Developed Recreation area.

## **Designation Criteria for Timber Management Areas**

1. Area meets Bureau guidelines as suitable for timber management, and is not prohibited by deed or statute.
2. Area is not dominated by another resource category. Where other uses are dominant, timber management may be a secondary use if conducted in a way that does not conflict with the dominant use.

## **Management Direction**

The Bureau's timber management practices are governed by a combination of statute and Bureau policy, including but not limited to policies spelled out in the IRP. These general policies include:

*Overall Objectives:* The Bureau's overall timber management objectives are to demonstrate exemplary management on a large ownership, sustaining a forest rich in late successional character and producing high value products (chiefly sawlogs and veneer) that contribute to

the local economy and support management of Public Reserved lands, while maintaining or enhancing non-timber values (secondary uses), including wildlife habitat and recreation.

Forest Certification: Timber management practices (whether as a dominant or secondary use) meet the sustainable forestry certification requirements of the Sustainable Forestry Initiative, and the Forest Stewardship Council.

Roads: Public use, management, and service roads are allowed. However, the Bureau seeks to minimize the number of roads that are needed for reasonable public vehicular access or timber harvesting.

Recreational Use: Most recreational uses are allowed but may be subject to temporary disruptions during management or harvesting operations. The Bureau has latitude within this allocation category to manage its timber lands with considerable deference to recreational opportunities. It may, through its decisions related to roads, provide varying recreational experiences. Opportunities for hiking, snowshoeing, back-country skiing, horseback riding, bicycling, vehicle touring and sightseeing, snowmobiling, and ATV riding all are possible within a timber management area, but may or may not be supported or feasible, depending on decisions related to creation of new trails, or management of existing roads and their accessibility to the public.

In addition, the IRP provides the following specific direction for timber management:

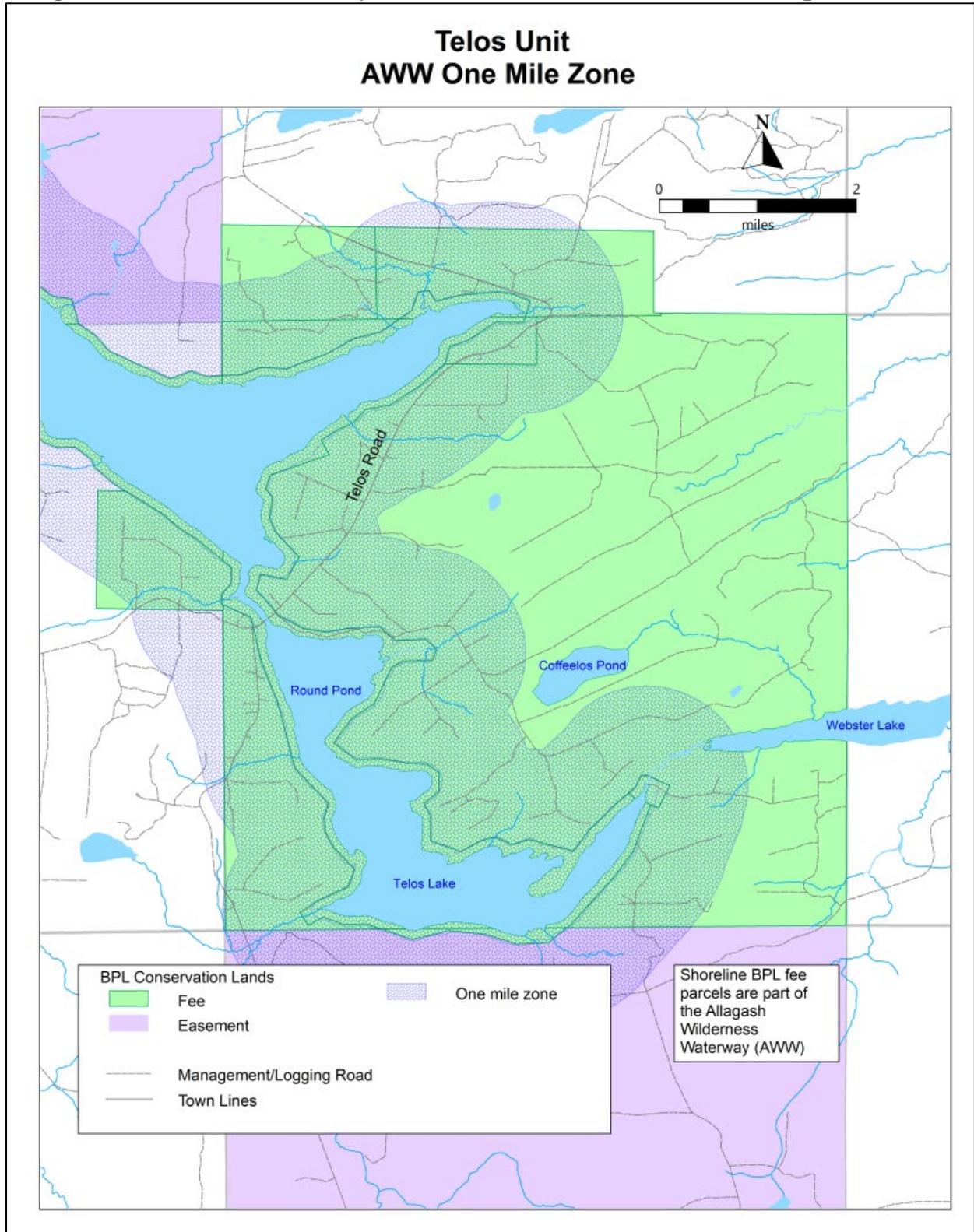
Site Suitability: The Bureau will manage to achieve a composition of timber types that best utilize each site.

Diversity: For both silvicultural and ecological purposes, the Bureau will maintain or enhance conditions of diversity on both a stand and wide-area (landscape) basis. The Bureau will manage for the full range of successional stages as well as forest types and tree species. The objective will be to provide good growing conditions, retain or enhance structural complexity, maintain connectivity of wildlife habitats, and create a vigorous forest more resistant to damage from insects and disease.

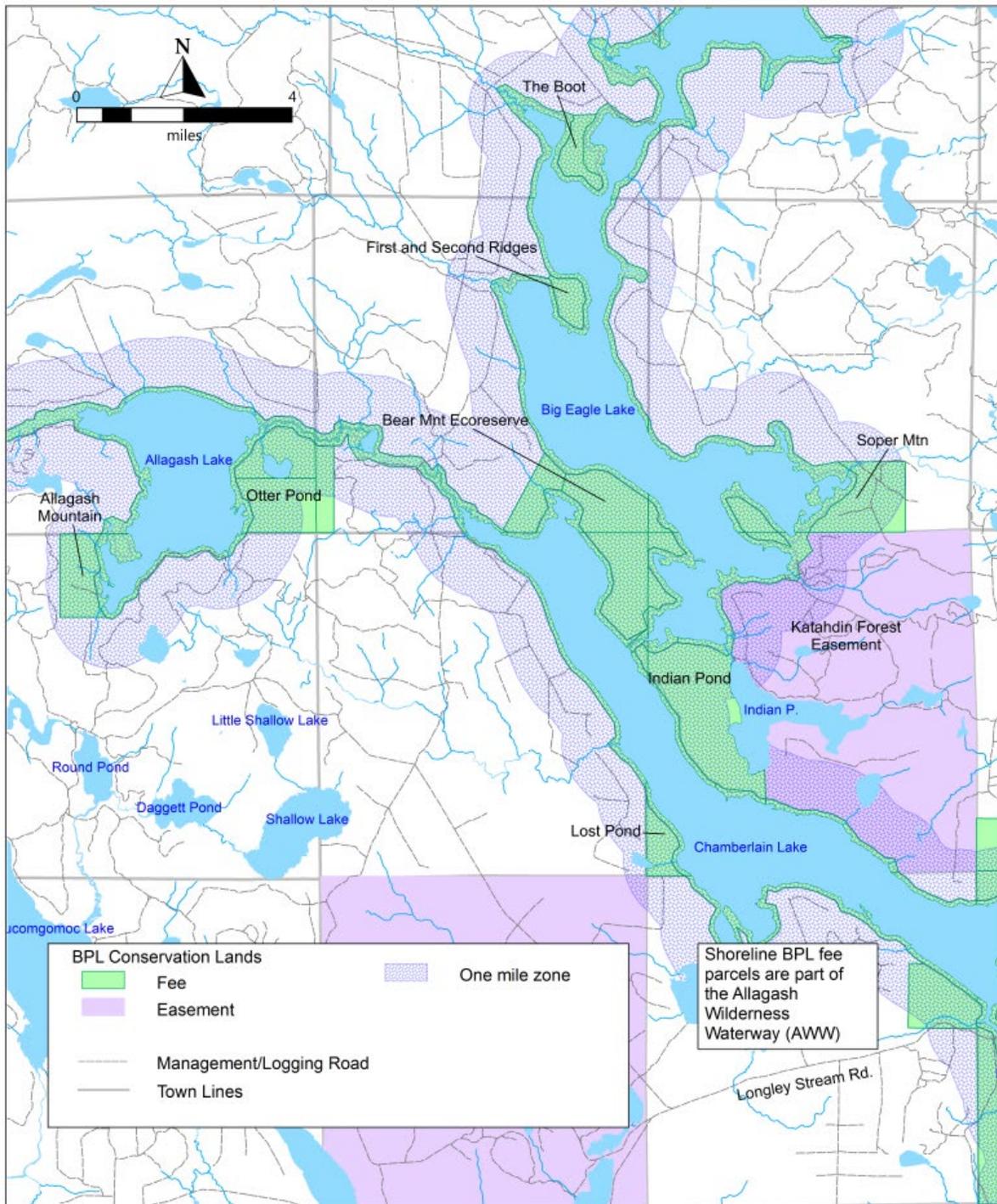
Silvicultural Systems: A stand will be considered single-aged when its tree ages are all relatively close together or it has a single canopy layer. Stands containing two or more age classes and multiple canopy layers will be considered multi-aged. The Bureau will manage both single- and multi-aged stands consistent with the objectives stated above for diversity; and on most acres will maintain a component of tall trees at all times. Silvicultural strategy will favor the least disturbing method appropriate, and will usually work through multi-aged management.

Location and Maintenance of Log Landings: Log landings will be set back from all roads designated as public use roads. Off-road yarding may be preferable along all gravel roads, but the visual intrusion of roadside yarding must be balanced with the increased soil disturbance and loss of timber producing acres resulting from off-road spurs and access spurs. All yard locations and sizes will be approved by Bureau staff prior to construction, with the intention of keeping the area dedicated to log landings as small as feasible. At the conclusion of operations, all log landings where there has been major soil disturbance will be seeded to herbaceous growth to stabilize soil, provide wildlife benefits, and retain sites for future management need.

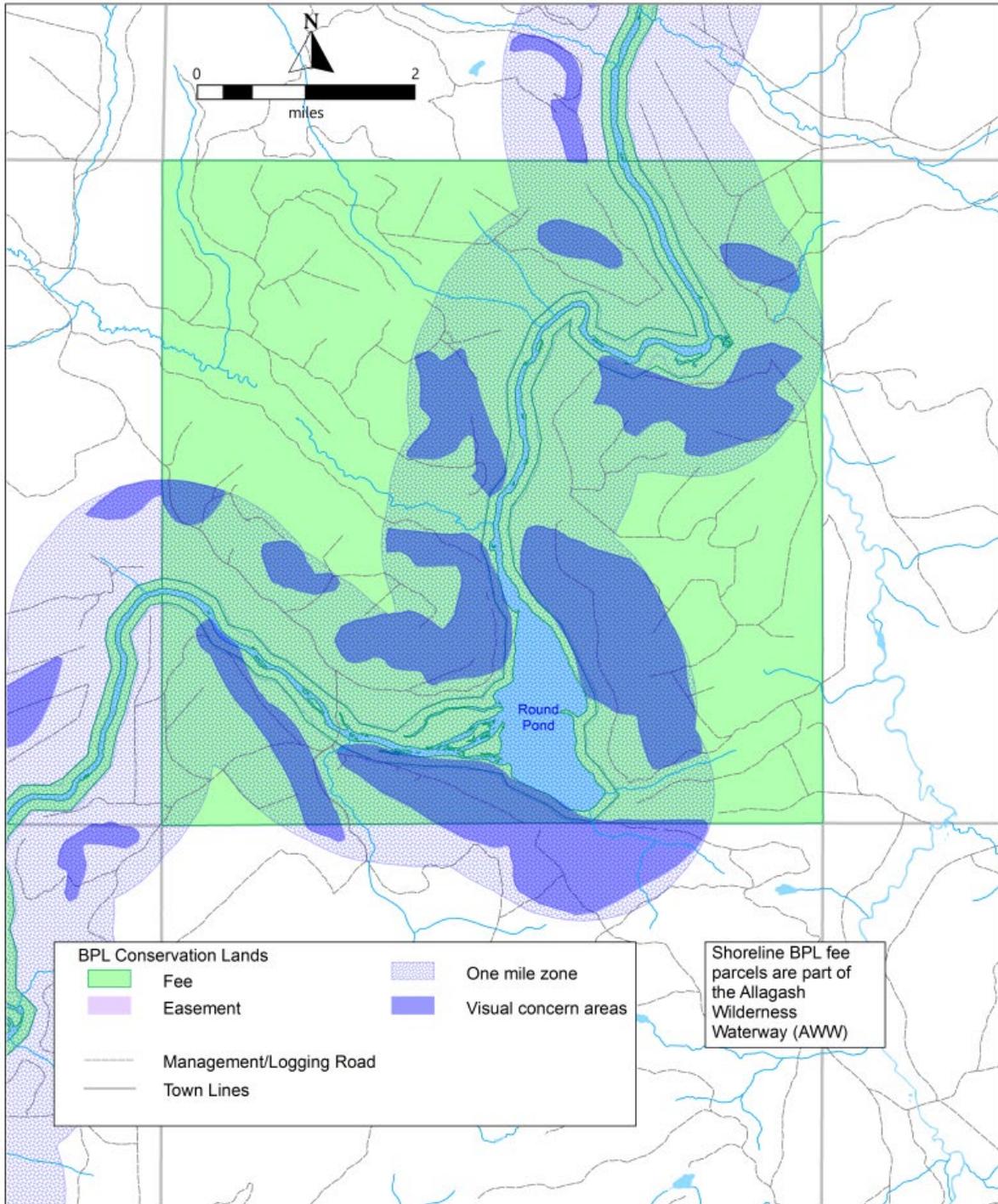
**Appendix D:**  
**Allagash Wilderness Waterway Visible Areas & One-Mile Zone Maps**



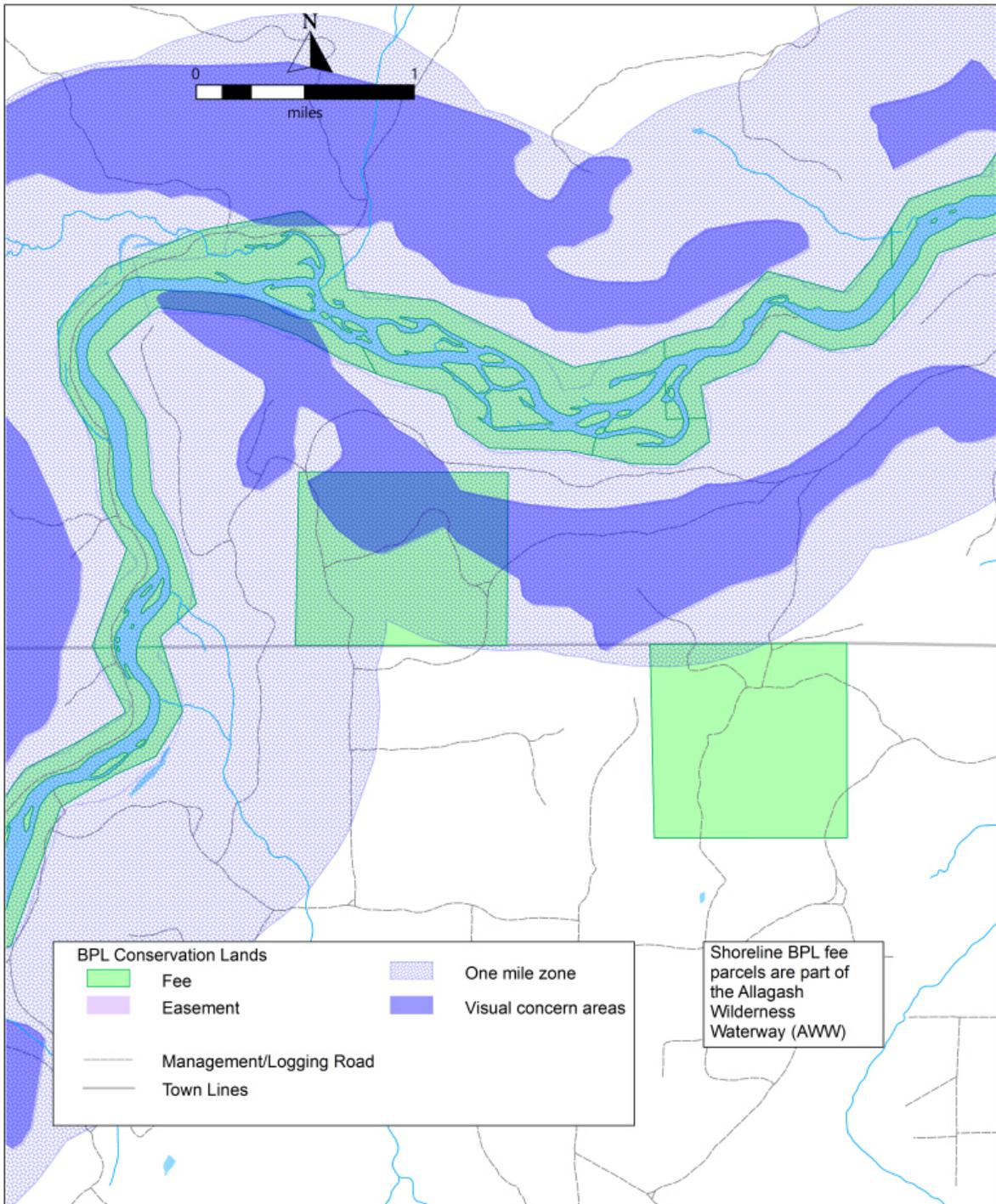
## Chamberlain Unit AWW One Mile Zone



## Round Pond Unit One Mile Zone and Visual Concern Areas



## T14 R11 & T15 R11 Lots One Mile Zone and Visual Concern Areas



## ***Appendix E: St. John Uplands Plan Area Forest Stocking and Sustainable Harvest Levels***

The following forest stocking and sustainable harvest level information applies to the 53,098 regulated acres within the Plan Area (as reported on page 16 of the Plan, with additional breakdowns by management unit and forest type).

### **Forest Stocking (2011 Inventory)**

Total Plan Area inventory in 2011 was 24.02 cords per acre. Slightly more than two-thirds of this total was softwood species, with more details in the table below.

<b>Softwoods</b>	<b>Cords/Acre</b>	<b>% of Vol.</b>		<b>Hardwoods</b>	<b>Cords/Acre</b>	<b>% of Vol.</b>
All spruces	7.93	33.0%		White ash	0.03	0.1%
Red spruce	7.52	31.3%		Brown ash	0.03	0.1%
White spruce	0.31	1.3%		Beech	0.37	1.5%
Black spruce	0.10	0.4%		Paper birch	0.75	3.1%
Balsam fir	3.15	13.1%		Yellow birch	2.17	9.0%
Cedar	4.13	17.2%		Sugar maple	2.03	8.4%
Hemlock	0.20	0.9%		Red maple	1.58	6.6%
Tamarack	0.13	0.5%		Aspens	0.65	2.5%
White pine	0.65	2.7%		Balsam poplar	0.04	0.5%
Red pine	0	0%		Other hardwd*	0.17	0.7%
All softwoods	16.20	67.5%		All hardwoods	7.82	32.5%

\*"Other hardwoods" are mainly hophornbeam, pin cherry, and striped maple, plus a few red oak tallied at Telos.

An inventory conducted in 2016 was designed to produce a statistically robust total volume for the entire BPL regulated landbase, and had insufficient inventory points to do so at the SHU/tract level. That inventory showed an average volume increase of 0.6 cords per acre with very similar species proportions. That increase is not included in the numbers for this plan; if the plan area had the same increase between the two inventories, total volume would be 24.62 cords per acre. Because of the 2016 design, we cannot be sure of the actual volumes for the plan area, but can be confident that it is no less than in 2011.

**Plan Area: Sustainable Harvest Level (SHL) volumes**

Species/Group	Cords per Acre	Net Growth (Cords)	SHL Target (Cords)	SHL as % growth
Spruces	7.93	6,531	5,885	90%
Balsam Fir	3.15	5,403	5,110	94%
Cedar	4.13	944	1,120	119%
Hemlock/other SW	0.33	764	230	30%
Pines	0.65	666	130	20%
All Softwoods	16.20	14,318	12,475	87%
Intolerant HW	1.44	2,075	1,220	59%
Tolerant HW	6.38	5,323	6,105	115%
All Hardwoods	7.82	7,398	7,325	99%
All Species	24.02	21,716	19,800	91%

Notes:

- Cords per acre are as measured in the 2011 inventory.
- Net growth and SHL targets were calculated from the 2011 inventory and subsequent forest modeling.
- Spruces include red, black, and white spruce.
- A very small number of red pine are found in the plan area, too few to show above.
- Intolerant hardwoods include paper birch, aspens (quaking, bigtooth), and balsam poplar.
- Tolerant hardwoods are the remainder of hardwood species.

Rationale for selected target values:

- Total, all species: It is not feasible to capture 100% of net growth, some of which occurs in stands with volume too low for economic harvesting, or in areas too far from current access.
- Red spruce: Accounts for 95% of spruce volume on the Plan area, is perhaps the key species in the Acadian Forest<sup>1</sup> and maintaining or increasing its current volume is important both ecologically and economically. However, spruce beetle is heavily damaging red and white spruce at Round Pond, so in the short term those species will be harvested more heavily than would otherwise be the case.
- Balsam fir: This rapidly growing species is also short lived, and is the preferred food for the spruce budworm, which periodically becomes epidemic in Maine and is currently doing considerable damage to our north. In the plan area, a significant portion of the species' growth is on stems just reaching merchantable size, and markets are poor for softwood pulpwood.

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<sup>1</sup> *The Acadian Forest is a matrix of forest types extending from the Adirondacks through northern VT/NH, probably 90% of Maine and essentially all of the Maritimes except Newfoundland, plus Quebec south of the St. Lawrence.*

- Cedar: Markets are good for cedar and it has been harvested at well below target volumes during the 1990s and 2000s.
- Pines: One objective in BPL management is to increase the proportion of pine, especially white pine, which is fast growing, long lived, and valuable both for timber and wildlife.
- Tolerant hardwood: For many years this group was under-harvested due to limited markets. The target overcut is intended both to compensate for past practices and to move some hardwood and mixedwood stands toward heavier softwood component, especially where past records indicate that the earlier forest had included a greater softwood component.

Over the seven years since the 2011 inventory, harvesting in the Plan area totaled 151,711 cords, 99,241 cords of softwoods and 52,470 of hardwoods. The harvest was 114% of softwood SHL and 100% of hardwoods, the softwood harvests boosted due to the beetle damage. It is anticipated that softwood harvests will exceed SHL in 2019 and possibly 2020, pending the spruce beetle situation. Assuming that spruce beetle damage abates in the near future (and spruce budworm feeding doesn't become damaging), softwood harvests would be reduced later in the plan period. Hardwood harvests should remain close to targets.

## *Appendix F: Glossary*

**“Age Class”:** the biological age of a stand of timber; in single-aged stands, age classes are generally separated by 10-year intervals.

**“ATV Trails”:** designated trails of varying length with a variety of trail surfaces and grades, designed primarily for the use of all-terrain vehicles.

**“All-Terrain Vehicles”:** motor driven, off-road recreational vehicles capable of cross-country travel on land, snow, ice, marsh, swampland, or other natural terrain. For the purposes of this document an all-terrain vehicle includes a multi-track, multi-wheel or low pressure tire vehicle; a motorcycle or related 2-wheel vehicle; and 3- or 4-wheel or belt-driven vehicles. It does not include an automobile or motor truck; a snowmobile; an airmobile; a construction or logging vehicle used in performance of its common functions; a farm vehicle used for farming purposes; or a vehicle used exclusively for emergency, military, law enforcement, or fire control purposes (Title 12, Chapter 715, Section 7851.2).

**“Bicycling/ Recreation Biking Trails”:** designated trails of short to moderate length located on hard-packed or paved trail surfaces with slight to moderate grades, designed primarily for the use of groups or individuals seeking a more leisurely experience.

**“Boat Access - Improved”:** vehicle-accessible hard-surfaced launch sites with gravel or hard-surface parking areas. May also contain one or more picnic tables, an outhouse, and floats or docks.

**“Boat Access - Unimproved”:** vehicle-accessible launch sites with dirt or gravel ramps to the water and parking areas, and where no other facilities are normally provided.

**“Campgrounds”:** areas designed for transient occupancy by camping in tents, camp trailers, travel trailers, motor homes, or similar facilities or vehicles designed for temporary shelter. Developed campgrounds usually provide toilet buildings, drinking water, picnic tables, and fireplaces, and may provide disposal areas for RVs, showers, boat access to water, walking trails, and swimming opportunities.

**“Carry-In Boat Access”:** dirt or gravel launch sites accessible by foot over a short to moderate length trail, that generally accommodate the use of only small watercraft. Includes a trailhead with parking and a designated trail to the access site.

**“Clear-cut”:** a single-age harvesting method in which all trees or all merchantable trees are removed from a site in a single operation.

**“Commercial Forest Land”:** the portion of the landbase that is both available and capable of producing at least 20 cubic feet of wood or fiber per acre per year.

**“Commercial Harvest”**: any harvest from which forest products are sold. By contrast, in a pre-commercial harvest, no products are sold, and it is designed principally to improve stand quality and conditions.

**“Community”**: an assemblage of interacting plants and animals and their common environment, recurring across the landscape, in which the effects of recent human intervention are minimal (“Natural Landscapes of Maine: A Classification Of Ecosystems and Natural Communities” Maine Natural Heritage Program. April, 1991).

**“Cross-Country Ski Trails”**: designated winter-use trails primarily available for the activity of cross-country skiing. Trails may be short to long for day or overnight use.

**“Ecosystem Type”**: a group of communities and their environment, occurring together over a particular portion of the landscape, and held together by some common physical or biotic feature. (“Natural Landscapes of Maine: A Classification of Ecosystems and Natural Communities.” Maine Natural Heritage Program, April, 1991).

**“Foliate Site”**: areas where thick mats of organic matter overlay bedrock, commonly found at high elevations.

**“Forest Certification”**: A process in which a third party “independent” entity audits the policies and practices of a forest management organization against a set of standards or principles related to sustainable management. It may be limited to either land/forest management or product chain-of-custody, or may include both.

**“Forest Condition (or condition of the forest)”**: the state of the forest, including the age, size, height, species, and spatial arrangement of plants, and the functioning as an ecosystem of the combined plant and animal life of the forest.

**“Forest Stewardship Council (FSC) Certification”**: A third-party sustainable forestry certification program that was developed by the Forest Stewardship Council, an independent, non-profit, non-governmental organization founded in 1993. The FSC is comprised of representatives from environmental and conservation groups, the timber industry, the forestry profession, indigenous peoples’ organizations, community forestry groups, and forest product certification organizations from 25 countries. For information about FSC standards see [http://www.fscus.org/standards\\_criteria/](http://www.fscus.org/standards_criteria/) and [www.fsc.org](http://www.fsc.org).

**“Forest Type”**: a descriptive title for an area of forest growth based on similarities of species and size characteristics.

**“Group Camping Areas”**: vehicle or foot-accessible areas designated for overnight camping by large groups. These may include one or more outhouses, several fire rings or fire grills, a minimum of one water source, and several picnic tables.

**“Horseback Ride/Pack Stock Trails”**: generally moderate to long-distance trails designated for use by horses, other ride, or pack stock.

**“Invasive Species”**: generally nonnative species which invade native ecosystems and successfully compete with and displace native species due to the absence of natural controls. Examples are purple loosestrife and the zebra mussel.

**“Late successional”**: The condition in the natural progression of forest ecosystems where long-lived tree species dominate, large stems or trunks are common, and the rate of ecosystem change becomes much more gradual. Late successional forest are also mature forests that, because of their age and stand characteristics, harbor certain habitat not found elsewhere in the landscape.

**“Log Landings”**: areas, generally close to haul roads, where forest products may be hauled to and stored prior to being trucked to markets.

**“Management Roads”**: roads designed for timber management and/or administrative use that may be used by the public as long as they remain in service. Management roads may be closed in areas containing special resources, where there are issues of public safety or environmental protection.

**“Mature Tree”**: a tree which has reached the age at which its height growth has significantly slowed or ceased, though its diameter growth may still be substantial. When its annual growth no longer exceeds its internal decay and/or crown loss (net growth is negative), the tree is over-mature.

**“Motorized”**: a mode of travel across the landbase which utilizes internal combustion or electric powered conveyances; which in itself constitutes a recreational activity, or facilitates participation in a recreational activity.

**“Mountain Bike Trails”**: designated trails generally located on rough trail surfaces with moderate to steep grades, designed primarily for the use of mountain bicycles with all-terrain tires by individuals seeking a challenging experience.

**“Multi-aged Management”**: management which is designed to retain two or more age classes and canopy layers at all times. Its harvest methods imitate natural disturbance regimes which cause partial stand replacement (shelterwood with reserves) or small gap disturbances (selection).

**“Multi-use Trail”**: a trail in which two or more activities occur on the same trail at different times of the year.

**“Natural Resource Values”**: described in Maine’s Natural Resource Protection Act to include coastal sand dunes, coastal wetlands, significant wildlife habitat, fragile mountain areas, freshwater wetlands, great ponds and rivers, streams, and brooks. For the purposes of this plan they also include unique or unusual plant communities.

**“Non-motorized”**: a mode of travel across the landbase which does not utilize internal combustion, or electric powered conveyances; which in itself constitutes a recreational activity, or facilitates participation in a recreational activity.

**“Non-native (Exotic)”**: a species that enters or is deliberately introduced into an ecosystem beyond its historic range, except through natural expansion, including organisms transferred from other countries into the state, unnaturally occurring hybrids, cultivars, genetically altered or engineered species or strains, or species or subspecies with nonnative genetic lineage.

**“Old Growth Stand”**: a stand in which the majority of the main crown canopy consists of long-lived or late successional species usually 150 to 200 years old or older, often with characteristics such as large snags, large downed woody material, and multiple age classes, and in which evidence of human-caused disturbance is absent or old and faint.

**“Old Growth Tree”**: for the purposes of this document, a tree which is in the latter stages of maturity or is over-mature.

**“Pesticide”**: a chemical agent or substance employed to kill or suppress pests (such as insects, weeds, fungi, rodents, nematodes, or other organism) or intended for use as a plant regulator, defoliant, or desiccant (from LURC Regulations, Ch. 10).

**“Primitive Campsites”**: campsites that are rustic in nature, have one outhouse, and may include tent pads, Adirondack-type shelters, and rustic picnic tables. Campsites may be accessed by vehicle, foot, or water.

**“Public Road or Roadway”**: any roadway which is owned, leased, or otherwise operated by a government body or public entity (from LURC Regulations, Ch. 10).

**“Public Use Roads”**: all-weather gravel or paved roads designed for two-way travel to facilitate both public and administrative access to recreation facilities. Includes parking facilities provided for the public. Management will include roadside aesthetic values normally associated with travel influenced zones.

**“Recreation Values”**: the values associated with participation in outdoor recreation activities.

**“Regeneration”**: both the process of establishing new growth and the new growth itself, occurring naturally through seeding or sprouting, and artificially by planting seeds or seedlings.

**“Remote Ponds”**: As defined by the Maine Land Use Regulation Commission: ponds having no existing road access by two-wheel drive motor vehicles during summer months within ½ mile of the normal high water mark of the body of water with no more than one noncommercial remote camp and its accessory structures within ½ mile of the normal high water mark of the body of water, that support cold water game fisheries.

**“Riparian”**: an area of land or water that includes stream channels, lakes, floodplains and wetlands, and their adjacent upland ecosystems.

**“Salvage”**: a harvest operation designed to remove dead and dying timber in order to remove whatever value the stand may have before it becomes unmerchantable.

**“Selection”**: related to multi-aged management, the cutting of individual or small groups of trees; generally limited in area to patches of one acre or less.

**“Service Roads”**: summer or winter roads located to provide access to Bureau-owned lodging, maintenance structures, and utilities. Some service roads will be gated or plugged to prevent public access for safety, security, and other management objectives.

**“Silviculture”**: the branch of forestry which deals with the application of forest management principles to achieve specific objectives with respect to the production of forest products and services.

**“Single-aged Management”**: management which is designed to manage single age, single canopy layer stands. Its harvest methods imitate natural disturbance regimes which result in full stand replacement. A simple two-step (seed cut/removal cut) shelterwood is an example of a single-aged system.

**“Shared-use Trail”**: a trail in which two or more activities are using the same trail at the same time.

**“Snowmobile Trails”**: designated winter-use trails of varying length located on a groomed trail surfaces with flat to moderate grades, designed primarily for the use of snowmobiles.

**“Stand”**: a group of trees, the characteristics of which are sufficiently alike to allow uniform classification.

**“Succession/ successional”**: progressive changes in species composition and forest community structure caused by natural processes over time.

**“Sustainable Forestry/ Harvest”**: that level of timber harvesting, expressed as treated acres and/or volume removals, which can be conducted on a perpetual basis while providing for non-forest values. Ideally this harvest level would be “even-flow,” that is, the same quantity each year. In practice, the current condition of the different properties under Bureau timber management, and the ever-changing situation in markets, will dictate a somewhat cyclical harvest which will approach even-flow only over time periods of a decade or more.

**“Sustainable Forestry Initiative (SFI)”**: A third party sustainable forestry certification program that was developed in 1994 by the American Forest and Paper Association, which defines its program as “a comprehensive system of principles, objectives and performance measures that integrates the perpetual growing and harvesting of trees with the protection of wildlife, plants, soil and water quality.” To review SFI standards see [http://www.afandpa.org/Content/NavigationMenu/Environment\\_and\\_Recycling/SFI/The\\_SFI\\_Standard/The\\_SFI\\_Standard.htm](http://www.afandpa.org/Content/NavigationMenu/Environment_and_Recycling/SFI/The_SFI_Standard/The_SFI_Standard.htm).

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