

**KEWEENAW POINT
PROPOSED MANAGEMENT PLAN – March 2005**

Acquisition:

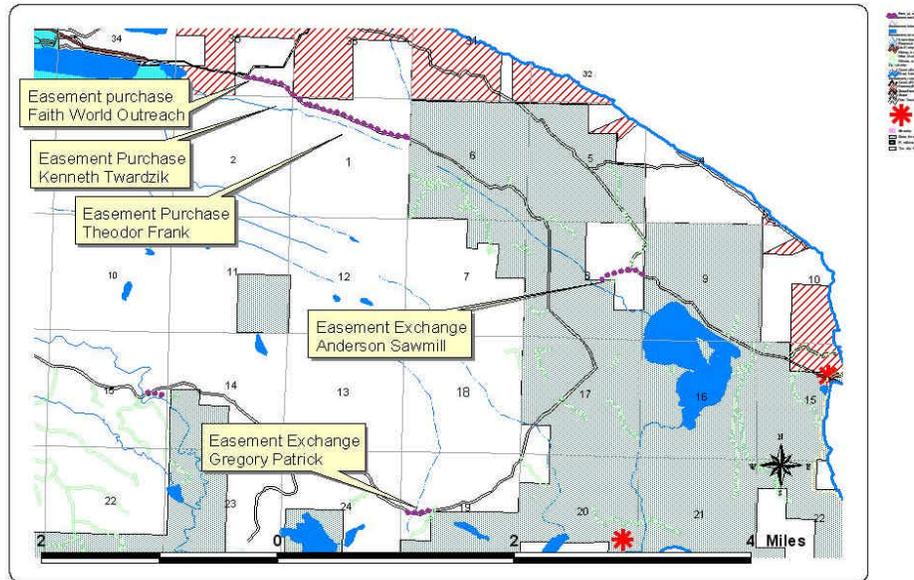
This block of State Forest land was acquired in 2002. There were several different parcels included in the acquisition that in total came to be known as the Keweenaw Point Lands. Some lands were acquired by purchase from Longyear Corporation. Other lands were purchased from International Paper via the Nature Conservancy (TNC), while the rest was acquired through tax reversion; including the tax reverted State owned lands on Manitou Island. All of the lands were acquired with money from the Natural Resources Trust Fund.

Ownership and Inholdings:

The new tract includes 6,275 acres, coupled with lands previously owned by the state there is a total of 8,387 acres. The tract includes 9 miles of Lake Superior Shoreline, several inland lakes, and Manitou Island. The shoreline extends between Smith Fisheries on the west, and the Rocket Launcher site (owned by TNC) on the northeast. There are inholdings within the tract that do complicate management. MDNR would like to pursue acquisition of the inholdings at Keystone Bay and at the Tip of Keweenaw Point. There is also interest in seeking acquisition of the land around Lost Lake. It may be possible to use land exchange as the primary method for acquiring these inholdings.

Management:

The land will be managed primarily for dispersed recreation. Timber management will be slanted toward long rotation species, and selective harvest. The Keweenaw Point Citizen Advisory Committee (KPAC) recommended that once development begins that FMFM hire one or two short-term seasonal workers (STW's) to be housed at Fort Wilkins State Park to work on maintenance, development, and implementation of the Keweenaw Point recreation recommendations. The placing of STWs at Fort Wilkins would require an MOU or other formal working relationship between Parks and Recreation Bureau (PRB) and FMFM. An information station and trash receptacles would be placed at Fort Wilkins State Park, near the entrance to the Keweenaw Point Lands, for use by the State Forest users.



Road Access:

There are two roads accessing this property. The main road is the Mandan Road which extends from the end of US 41 through the property and extends west onto private ownership. The other road is the Smith Fisheries Road. This is a private road that extends from the County Road at Bete Grise to Smith Fisheries. Smith Fisheries Road is a much more rugged road, with many more landowners. Mandan road provides direct access to and from Copper Harbor.

- ❖ Mandan Road will be the primary access route for this property. Internal roads will be designed to spur off of this main route.

Timber management:

This area is currently divided into three compartments. The citizen advisory committee recommended that any treatments (timber sales) be made at one time, rather than being spread out – as would occur with three compartments.

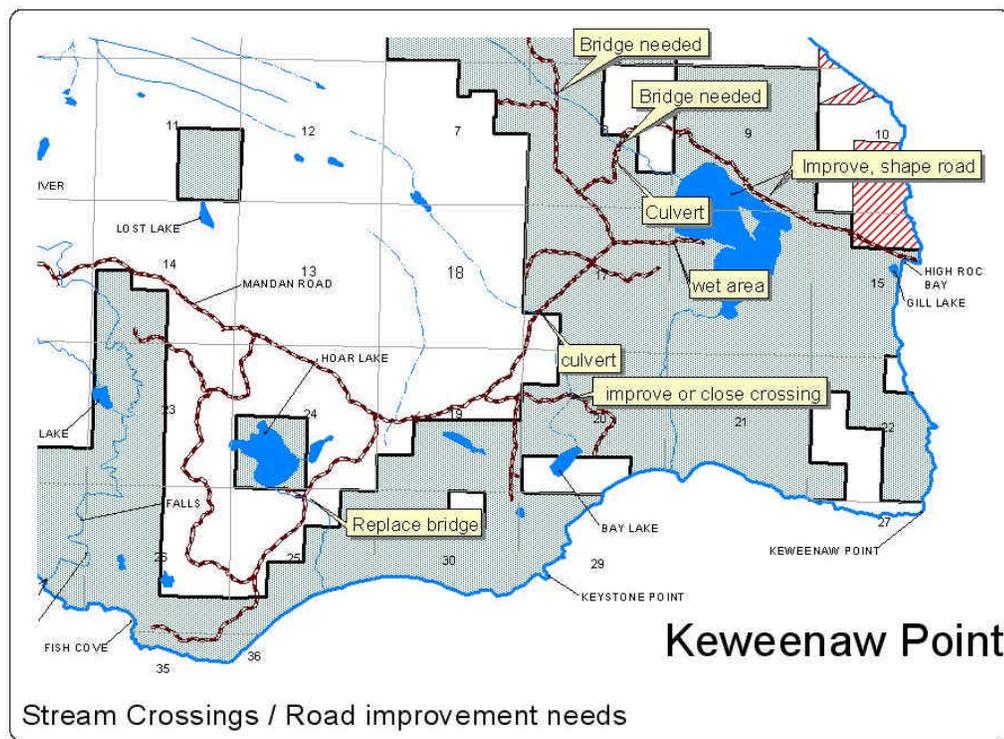
- ❖ Baraga FMU will combine these three compartments into one compartment (compartment 75). These compartments will be part of the FY 07 compartment review (to be held in December 2005).

Road System:

All of the roads within the block are former logging roads. Older roads do not meet water quality best management practices (BMP) standards. Roads that are more recent were built closer to BMP standards. The citizen advisory committee preferred that the road system not be made into high quality gravel roads. The committee felt that roads requiring lower speeds fit the character of this block of land. The committee recommended that MDNR sign the roads to help the public better navigate the area.

- ❖ Many stream crossings in this block need improvements. We recommend that all crossings be upgraded to meet Forest Certification standards.

- ❖ There are water management issues on many of the roads. The roads need shaping to provide better water turnouts, and to get the water holes out of the roads. Shaped low standard roads appear to meet the recommendations of the committee.
- ❖ There is an issue of access to Keystone Bay. The preferred access would be a new road through the 112 acre private parcel in Section 20. A road could be developed through this property, if DNR acquires it, that would make it possible to avoid the beaver pond / stream ford on Keystone Creek.
- ❖ The State Land-use Rules dictate that ORV's and horses are restricted to roads that can be traveled by conventional two wheel drive vehicles. FMFM and Law Enforcement Division (LED) shall work together in identifying the limits of two wheel drive travel on the tract, and mark those points appropriately with carsonite signs, and possibly berms.

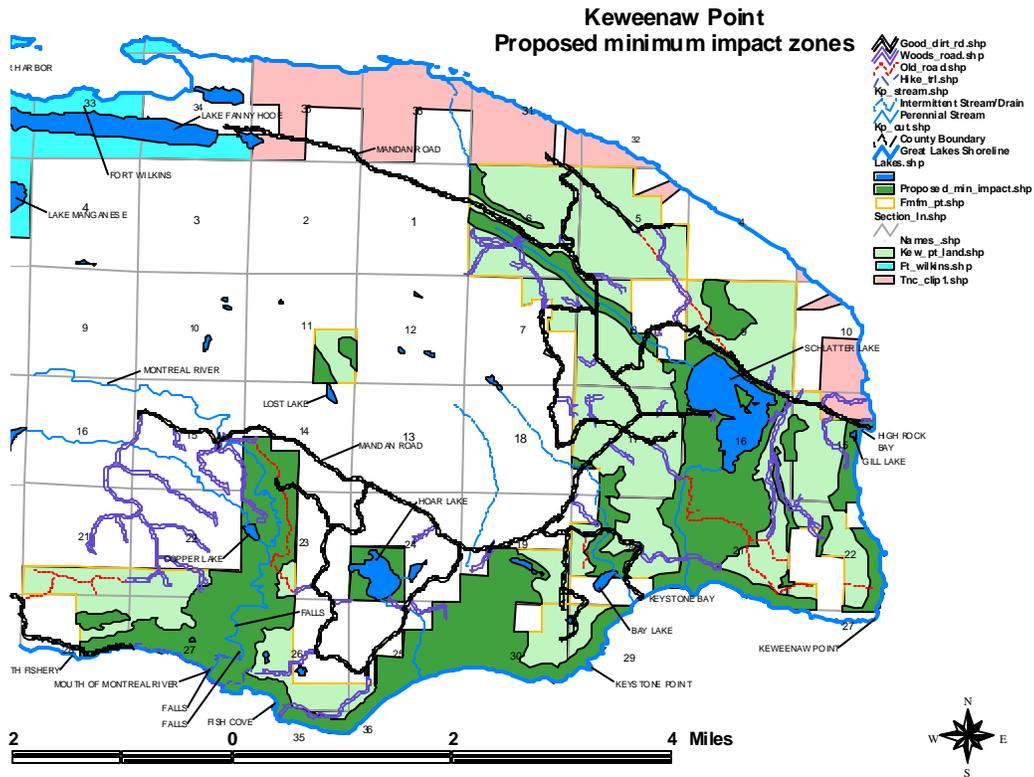


Access sites:

The committee did not recommend ramp access to any of the inland lakes, or to Lake Superior. The committee's concern regarding motorized use of the lakes was with regard to the issue of possible overuse, or changing the character of the area. However, the current water access sites at Schlatters Lake and Hoar Lake get a fair amount of motorized use, and as such will be evaluated for usage, possible enhancements, and BMP issues.

- ❖ MDNR will evaluate Schlatters Lake, Hoar Lake, Lost Lake, and Bay Lake for BMPs at the water access sites.

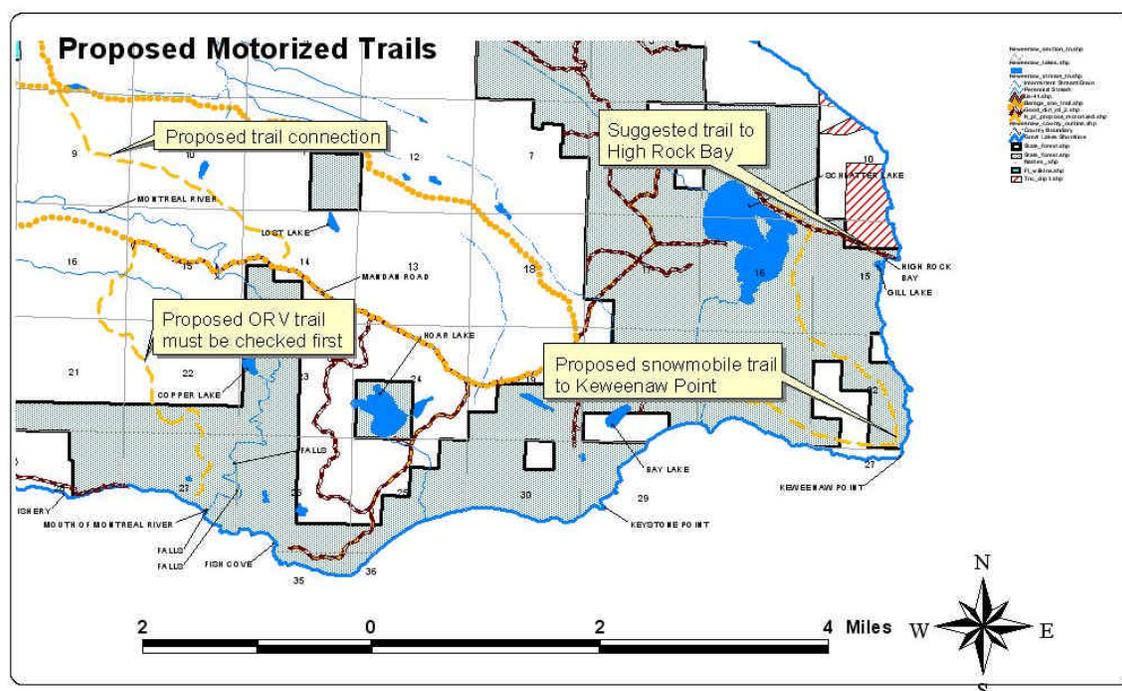
- ❖ Baraga FMU will review the proposed zones. Where possible we will use timber stand boundaries or topography to identify these zones. These zones will be incorporated into the forest inventory (OIPC / IFMAP) as a way of tracking these zones against proposed treatments.



Motorized Trails:

The committee recommended two new motorized trails. One is a snowmobile trail to Keweenaw Point. The other is an ORV trail to the west side of the Mouth of the Montreal River. Both sites need to be checked by Baraga FMU.

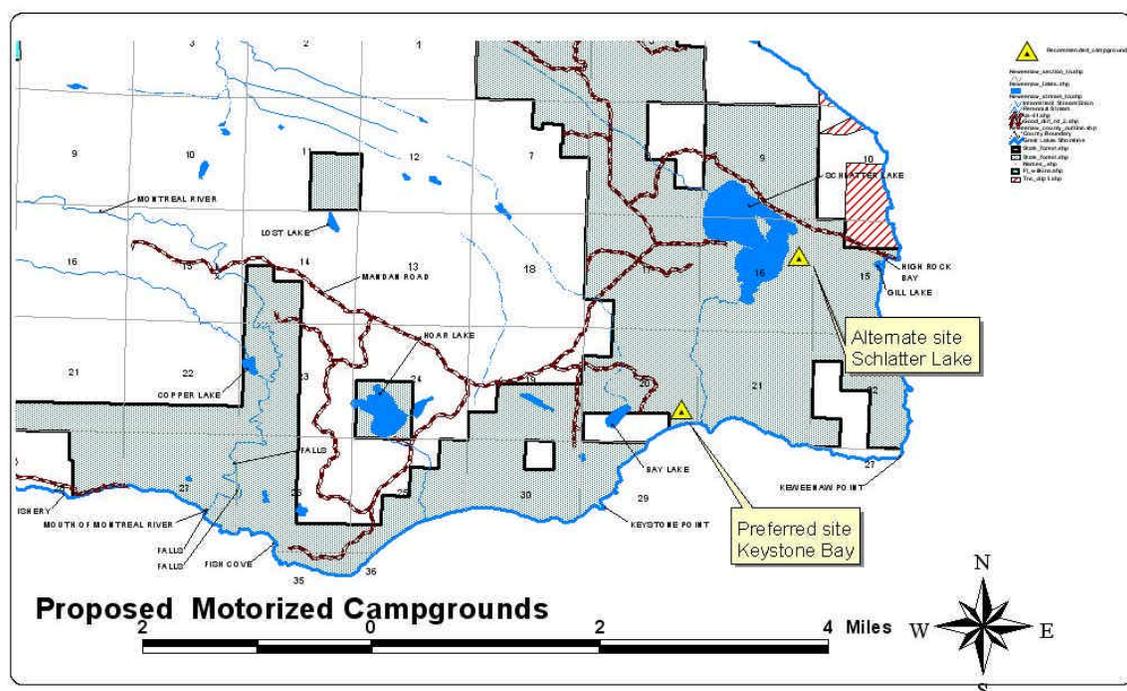
- ❖ Baraga FMU staff will assess the proposed ORV/Motorized trail to the west side of the Mouth of the Montreal River. There are steep terrain issues that may need to be addressed.
- ❖ The snowmobile trail to the tip was proposed as a loop trail for snowmobiles only. The trail as proposed would go out to High Rock Bay and then head to the Tip of the Keweenaw and then loop south of Schlatter's Lake back to Keystone Bay. Baraga FMU will evaluate the proposed snowmobile trail to the tip.
- ❖ An evaluation for endangered species and archeological sites must also be done if the proposed trails are approved.



Camping:

The committee recommended many small scattered campsites. These sites fall into two categories, those which have road (motorized) access, and those which will require boat or foot access. Scattered motorized sites may be difficult to maintain - they do not lend themselves to registration or to the standard hand pump and pit toilets. The Baraga MI has suggested that a better plan might be to locate one small State Forest Campground in the block. There are two possible locations. The preferred site is somewhere on Keystone Bay. An alternate site is on the east side of Schlatter Lake. The soil there is sand (Wallace – Rubicon sands). This site would be about $\frac{3}{4}$ mile from High Rock Bay and from the Rocket Launcher site (TNC). It was noted in discussions with staff that there is a biting fly problem at both High Rock Bay and the Rocket Launcher site. These sites should not be considered for development as camping.

- ❖ FMFM could apply for grants to build one campground. The preferred campground location is the Keystone Bay site. The alternative is the Schlatter Lake site.
- ❖ Or, FMFM could develop dispersed camping sites at traditional camping locations as recommended by the Advisory Committee.
- ❖ FMFM should explore requiring registration (and a standard fee) for all camping in this block from Memorial Day to Labor Day.



The non-motorized sites are located on the Lake Superior shore or on hiking trails. It is difficult to gauge current and future use. There are some sites already in use: Mouth of the Montreal River, Fish Cove, Mouth of Hoar Creek, Keystone Point, and the point east of Keystone sand beach.

- ❖ FMFM could formally establish camping pads in these locations.

The island in Schlatter Lake has been a favorite event campsite for years. FMFM needs to monitor use of this island.

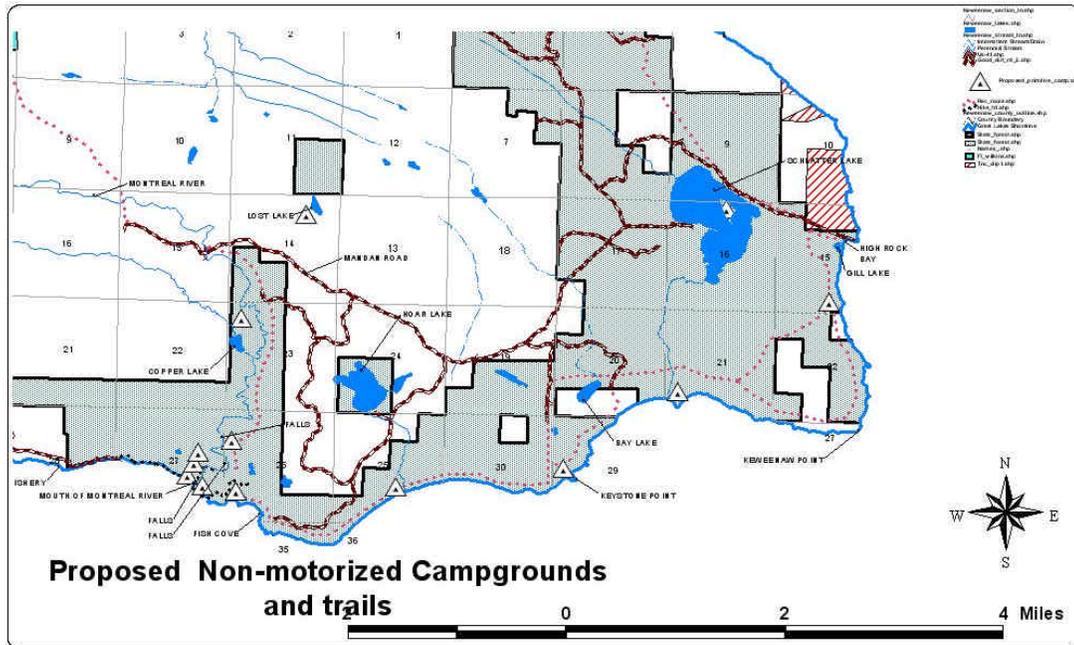
- ❖ FMFM should limit the number of event permits per year to a total of two. Permits would be made available annually starting on January 1st.
- ❖ FMFM shall evaluate the site and monitor use and ground cover on the island.

Non-motorized trails:

The committee recommended both short and long distance trails. Trails accessing sites of high interest were: Fish Cove to Mouth of Montreal River and from Keystone Bay to High Rock Bay. A connector loop hiking trail linking Fort Wilkins State Park to High Rock was also proposed. Much of this trail would be located along the Lake Superior shore.

- ❖ FMFM should locate the proposed trail linking the parking lot at Fish Cove to the Mouth of Montreal River. This trail needs to be evaluated for endangered plants as well as archeological sites. We should consider building a bridge across Montreal River to link with the hiking trails on the west side of the river. Estimated trail length is one to two miles.

- ❖ FMFM should locate a trail extending south of High Rock Bay along Lake Superior (avoiding private land) to Keystone Point. This trail would be approximately two miles.
- ❖ FMFM should then work toward extending the trail around the tip from High Rock northwesterly to Fort Wilkins State Park.



KEWEENAW POINT PRIORITIZED IMPLEMENTATION PLAN

FEBRUARY 2005

1. Contract for engineering services for the following:
 - Stream crossings on Schlatter Creek – High Rock Bay Road.
 - Stream crossings on Hoar Creek – Fish Cove Road.
 - Stream crossing on Schlatter Creek and Keystone Creek, Mandan Road.
 - Parking lots at High Rock Bay and Fish Cove.
 - Delay decisions on roads to Keystone Bay pending land exchange discussions.

This is of immediate priority to address BMP issues at these specific stream crossings.

2. FMFM to post information stations at several locations where main roads enter state ownership, i.e. Mandan Road, Smith Fishery's Road. Land Use Rules to be posted in on information station along with a map of the tract, emergency contact information, Ash Borer Information, Pack it in, pack it out guidelines etc. In a slot attached to the information station, brochures will be provided that include a map of the tract and land use rules.

- The brochure and the information stations shall include language regarding "Pack it in, pack it out" guidelines where users of the tract are requested to leave the tract with everything they brought with them. This will be necessary at least until FMFM can finalize and implement a management plan.

3. Road Easements: FMFM will ask real estate to acquire needed road easements from private landowners. This will involve purchasing some easements and exchanging easements with other owners.

- Purchase from: World Faith Outreach, Kenneth Twardzik, and Theodor Frank
- Exchange easements with Anderson Sawmill, and Glenn and Gregory Patrick.
- Propose an easement exchange with International Paper.

4. FMFM to evaluate the island in Schlatter Lake, take photos of ground cover, inspect for health and safety regulation violations, look for BMP issues, and determine extent of damage to vegetation. This information shall be indexed and tracked in an attempt to gauge the camping carrying capacity of the island and to help reduce further damage to the resource in the future.

5. Inholdings: Use land exchange to acquire key parcels within the SF boundaries: Lost Lake, Keystone Bay, and '40's at the tip.

6. Grant applications:

- Apply for Natural Resources Trust Fund grants for –
 - land acquisition of inholdings

- fund recreation project development including SFCG development at Keystone and pathway from High Rock to Mouth of Montreal River
- Apply for Coastal Zone Management grant to fund restoration projects where BMP issues are present and to fund non-motorized recreation projects
- Apply for RIF /RTP grants to help fund trails, trail heads, pathways, etc

7. FMFM to contract road maintenance projects – crown and ditch roads.

8. FMFM to mark trail locations to Fish Cove and Mouth of Montreal River. FMFM to contract for evaluation of threatened and endangered species and archeological sites on these trails and parking lot locations.

9. Seek approval of management plan and gather feedback on management plan from Citizen Advisory Committee.