

Rick Calhoun, District Planner  
North Bay District , MNR  
3301 Trout Lake Road  
North Bay, ON P1A 4L7

tip@ontario.ca

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Dear Mr. Calhoun:

As a recreational user of Temagami area Parks, Conservation Reserves (CR) and Crown Lands (CL), I have been actively following the Temagami Integrated Planning (TIP) initiative and I would like to comment on the Management Options Proposal.

As our new Parks Act states, Ecological Integrity must be front and centre with the management of all of Temagami's protected areas. With that in mind, a primary concern of this planning process, from my perspective, has been motorized access in area parks and CR, especially so in Lady Evelyn – Smoothwater Provincial Park (LESPP).

Motorized access in a wilderness class park such as LESPP is not in line with wilderness park values where travel is by non mechanized means. This is the intent of the existing parks legislation and Bill 11, the new Parks and CR legislation. More than 90% of Ontario Crown Land is available for unrestricted motorized access. Banning these activities from LESPP is very reasonable. The management options proposal describes a "business as usual" approach and will not lead to the plan's main objective, the preservation of ecological integrity.

- Motorized access zones have no place in a wilderness class park and should be removed altogether. Of particular concern are Access Zones A1, A3, A4, A5s and A6 which cut deep into the park and must be eliminated.
- The Liskeard Road needs to be closed at Gamble Lake - or at the park boundary - and not allowed to remain open beyond that to the south, as is being proposed by local interests.
- Motorboats allowed in waterway class parks by regulation, must be limited to 10HP or less with a low polluting engine.
- Decommissioned roads in LESPP must be scarified and replanted to prevent further motorized access and existing bridges and culverts removed.
- Snowmobile travel in Access Zone A1S must be eliminated by 2011 by relocating the trail outside park boundaries, as provided for in the park planning process.
- ATV use of Crown Land and Conservation Reserves is damaging when practiced irresponsibly. Rules for responsible ATV use on these common lands need to be spelled out in conjunction with an enforcement plan and included in the final Recreation Management Plan, (RMP). Signage stating where these activities are permitted should be employed.

Motorized recreational users and their organizations must recognize and learn to respect the rights of other citizens who wish to see our protected areas remain free of these activities or we will continue to have wasteful land use conflicts long into the future.

The preliminary plan is a start towards launching this difficult initiative but needs more thought regarding the following:

- Ecological integrity should be the guiding principle for all recreation and resource management across Temagami
- Forest Management Plans recognize the value of timber .The RMP needs to recognize the value of Temagami’s recreation capital. The plan(s) should acknowledge the contribution of recreation and tourism to the regional economy.
- The plan(s) need to use concise wording with clear timelines stating what is to be done, by whom and by when.
- Enforcement of all final plan(s) rules, including access rules is a necessary requirement of implementation. A financial commitment to enforcement needs to be made by MNR management and spelled out.
- Accountability statements are lacking. Who is to be held accountable if the plans are not implemented effectively and in a timely manner?
- Include a process for the review, audit and revision of the plans.
- Recognize Temagami’s nastawgan (ancient canoe route network) in its entirety, as a cultural and recreational asset that has value.
- Recognize the existence and value of hiking trails throughout Temagami and include a process for their upkeep in the plan.
- Develop a process that allows for the enhancement and expansion of Temagami canoe routes, hiking trails and other non-motorized activities and acknowledge the benefits of doing so.
- Recognize the economic worth of non – timber forest values such as clean water, undisturbed wetlands, preservation of rare and declining species of flora and fauna, etc.
- Provide a timeline for introducing recreation management to Zones 2, 3 and 4.
- Implement a boat cache policy throughout the planning area and not just the problem areas. Registration of boats will allow for the eventual removal of derelicts.
- Resolve the issue of allowable group sizes between Ontario Parks and the Temagami area canoe camps in a fair and equitable manner.

One last point. We realize that the TIP process is not looking at protected area boundary changes. However, there are three issues that we feel must be on record:

- Inadequate protection of the headwaters of the area immediately north of LESPP.
- The cultural and natural values associated with the Spirit Rock area are not adequately protected.
- The 200 metre boundary of Waterway parks is not adequate to protect ecological integrity especially in regards to habitat fragmentation.

An integrated and consultative planning exercise such as the TIP is precedent setting in Ontario. Both of you, your respective staff and others in MNR are to be congratulated for undertaking such a difficult task.

I look forward to reviewing the final management proposals.

Yours truly,

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Print Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

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c.c. John Salo, Superintendent,  
 Temagami Area Parks,  
 Finlayson Point, P.O. Box 38,  
 TEMAGAMI , ON P0H 2H0  
 John.Salo@ontario.ca