

TEMAGAMI INTEGRATED PLANNING
MANAGEMENT OPTIONS
WORKBOOK

Temagami Crown Land Recreation



Conservation Reserves

- CR 32 East Lady Evelyn Lake
- CR 33 Sugar Lake
- CR 44 Bob Lake
- CR 50 Pinetorch Lake
- CR 52 Jim Edwards Lake
- CR 53 North Yorston
- CR 55 Smith Lake
- C 1608 Makobe Grays Ice Margin

Provincial Parks

- Lady Evelyn-Smoothwater
- Makobe-Grays River
- Obabika River
- Solace
- Sturgeon River

Introduction

This Workbook is provided to assist you in reviewing the Temagami Integrated Planning Management Options document. It summarizes the key issues and range of options outlined in the Management Options document in a checklist format. Details about each issue and the proposed options can be found in the Management Options document.

Both the Management Options document and this Workbook are available as PDF files at the following website: http://www.ontarioparks.com/english/tema_planning.html

Please indicate your preferred option with a check in the appropriate box () and provide any supporting comments in the space provided. You are also invited to offer additional options beyond what has been presented. The planning team will consider and evaluate all options and supporting comments when developing the Preliminary Management Plans—the next stage of this integrated process

Resource management decision-making is based on consideration of a wide range of information including current legislation and policies, public response and professional judgement. Information provided by the public is evaluated on its merits, rather than on the basis of numbers.

Please complete this Workbook as fully as possible and return it to the address below:

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The Ministry of Natural Resources is collecting comments and information regarding this management planning process under the authority of the *Public Lands Act* (1990) and the *Provincial Parks Act* (1990) to assist in making decisions and determining further public consultation needs. Comments and opinions will be kept on file for use during the planning period and may be included in study documentation, which is made available for public review.

Under the *Freedom of Information and Protection of Privacy Act* (1987) personal information will remain confidential unless prior consent is obtained. However, the Ministry of Natural Resources may use this information as public input on other resource management surveys and projects. For further information on these acts, please contact Rick Calhoun at (705) 475-5546 or rick.calhoun@mn.gov.on.ca

Please indicate your option preference by checking (☑) the box beside it. You can provide your rationale, comments, suggestions or other options in the space provided below the options. The section numbers in this Workbook correspond to those in the Management Options document.

2.0 Issues and Options: Crown Land Recreation Plan

2.1 Maintenance of the unregulated Crown land recreational land base.

- Option 1:** No change from current status:
- Option 2:** Maintenance of the recreational land base through external partnership opportunities and arrangements
 - Strategy 1:* Development of partnerships between MNR and one or more external groups or stakeholders, such as municipalities, local First Nations or stakeholders to take over responsibility for recreational land base maintenance.
 - Strategy 2:* Tendering of maintenance responsibility to one or more private contractors, under the direction of, but not in partnership with, MNR.

Which of the above options and strategies do you support, and why?

2.2 Private and commercial caching of boats on unregulated Crown land.

- Option 1:** No change from current status
- Option 2:** Establish a boat cache management system and apply it to all boat caches within the planning area. Management system could address locations and limitations on boat caching as well as requirement to obtain permits for such activity.
- Option 3:** Establish a boat cache management system and apply it on an 'as needed basis' to lakes and boat caches within the planning area.
- Option 4:** Prohibit boat caching of any kind within the planning area.

Which of the above options do you support, and why?

2.3 ATV Conflicts on Existing Portage Trails on Crown Land.

- Option 1:** No change from current status
- Option 2:** Prohibit all ATV use of known portage trails within the planning area.
- Option 3:** Prohibit ATV use of portage trails where there is an identified environmental issue or conflict with other users.

Which of the above options do you support, and why?

2.4 A Visitor Management System for Unregulated Crown Land and Conservation Reserves

- Option 1:** No change from current status
- Option 2:** Development of partnerships between MNR and one or more external groups or stakeholders, such as municipalities, local First Nations or stakeholders, having responsibility to develop and implement a visitor management system in cooperation and under the direction of the Ministry of Natural Resources.
- Option 3:** Tendering of responsibility for development and implementation of a visitor management system for Temagami to one or more private contractors.

Which of the above options do you support, and why?

2.5 Use of Lake Temagami campsites by house boaters

- Option 1:** No change from current status
- Option 2:** Prohibit use of shore land campsites by house boaters
- Option 3:** Identify Lake Temagami campsites which are available only to those not traveling by houseboat; post such campsites to recognize which user group(s) are authorized to occupy them.

Which of the above options do you support, and why?

3.0 Issues and Options: All Conservation Reserves within TIP

3.1 Maintenance of recreational facilities in conservation reserves.

- Option 1:** No change from current status
- Option 2:** Maintenance of the recreational features in conservation reserves through external partnerships and arrangements
 - Strategy 1:* Development of partnerships between MNR and one or more external groups or stakeholders, such as municipalities, local First Nations or stakeholders to undertake recreational land base maintenance within the subject conservation reserves

- Strategy 2:** Tendering of maintenance responsibility to one or more private contractors, under the direction of, but not in partnership with, MNR.

Which of the above options and strategies do you support, and why?

3.2 ATV Conflicts on Existing Portage Trails in Conservation Reserves.

- Option 1:** No change from current status
- Option 2:** Prohibit all ATV use of known portage trails within the CRs.
- Option 3:** Prohibit ATV use of portage trails where issue has been identified within the *Temagami Land Use Plan* and other CRs where the issue is identified in the future

Which of the above options do you support, and why?

3.3 Unregulated Crown land and Conservation Reserves Visitor Management System

- Option 1:** No change from current status
- Option 2:** Development of partnerships between MNR and one or more external groups or stakeholders, such as municipalities, local First Nations or stakeholders to take over responsibility to develop and implement a visitor management system in cooperation and under the direction of the Ministry of Natural Resources.

- Option 3:** Tendering of responsibility for development and implementation of a visitor management system for Temagami to one or more private contractors.

Which of the above options do you support, and why?

3.4: Adventure racing and “extreme” sports

- Option 1:** While the question of adventure racing or other ‘extreme’ sports has been raised, it is not within the purview of this planning process to provide a definitive position of where such activities can or cannot occur within TIP conservation reserves beyond the direction already included in the *TLUP*.
- Option 2:** Recognize existing limitations on the control of this type of activity, much of which requires no prior approval from MNR in advance of the event. When given the opportunity to ‘approve’ or control aspects of this activity, ensure that it is directed away from sensitive and significant ecological or physiographic features within the CR.

Which of the above options do you support, and why?

3.5 Protection of sensitive features, such as the parabolic dune complex or esker kame complex in East Lady Evelyn Lake CR

- Option 1:** No change from current land use direction. Under this option, no additional measures will occur. Some areas of the dune/esker kame complex, for example, will continue to be posted to prohibit camping.
- Option 2:** Informal sensitive/significant feature management/protection strategy (MNR’s current approach)

Which of the above options do you support, and why?

4.0 Issues and Options Issues: Specific Conservation Reserves Within TIP

4.1 Pinetorch Lake Conservation Reserve Road Crossing

- Option 1:** No change from current status
- Option 2:** Permit a single, temporary road crossing of the CR for forest management purposes, in any one location, subject to planning under FMP. Similar to current direction in the *Temagami Land Use Plan*, except allows for alternative location of road crossing.
- Option 3:** Permit more than one temporary road crossing of this CR, subject to the FMP. Could result in multiple temporary road crossings of this CR.

Which of the above options do you support, and why?

4.2 East Lady Evelyn Lake, Sugar Lake, Bob Lake, Smith Lake CRs

4.2.1 Private and commercial caching of boats

- Option 1:** No change from current status
- Option 2:** Establish a boat cache management system and apply it to all boat caches within these CRs.

- Option 3:** Establish a boat cache management system and apply it on an ‘as needed basis’ to lakes and boat caches within these CRs.
- Option 4:** Prohibit boat caching of any kind within these CRs.

Which of the above options do you support, and why?

5.0 Issues and Options: Lady Evelyn-Smoothwater Wilderness Park and Four Waterway Parks: Makobe-Grays River, Obabika River, Solace and Sturgeon River

5.1 Aircraft Landings in Provincial Parks

Note: in all options, the emergency landing of aircraft in distress is permitted, as is aircraft access to provide assistance to persons in distress.

Park management and research activities also require the occasional use of aircraft. The decision to permit landings in restricted areas for these activities will be made on a case-by-case basis by the Park Superintendent.

- Option 1:** Permit aircraft landings (private and commercial) only on designated lakes Access zones within Lady Evelyn-Smoothwater. Landing on all other water bodies would be prohibited. Landing permits would continue to be a requirement and fees may be instituted.
- Option 2:** Prohibit aircraft landing (private and commercial) on all water bodies within Lady Evelyn-Smoothwater Provincial Park.
- Option 3:** *This option pertains to the four waterway parks only and would be in addition to either option 1 or 2 above.* This would include aircraft landing on specific water bodies in the four **waterway** parks.

Which of the above options do you support, and why?

5.2 Future Use of the Liskeard Lumber Road in Lady Evelyn-Smoothwater Provincial Park

- Option 1:** Create an Access zone which runs the length of the Liskeard Lumber Road through the park.
- Option 2:** Terminate the road at the existing gate location near the north bridge. Designate the road north of this point as a year-round Access zone.
- Option 3: The following option could be combined with Option 2 above.** Provide a winter season only Access zone along the remaining road section, thus offering limited snowmobile access along the road corridor.
- Option 4:** Shorten the section of road open to the public by terminating the road closer to the north park boundary. Develop a staging area for access to the north branch of the Lady Evelyn River.
- Option 5:** Terminate the road at the park boundary, or north of the park boundary. Remove the road from the park entirely. Develop a staging area adjacent to the park boundary with a campground facility to be operated in partnership with local interests/local government.

Which of the above options do you support, and why?

5.3 Motorboat Use in Lady Evelyn-Smoothwater Provincial Park

- Option 1:** Create specific Access zones within Lady Evelyn-Smoothwater where motor boats are permitted. Restrictions would be implemented to minimize environmental and aesthetic impacts; these could include motor horsepower limits, seasonal restrictions and/or the restriction of vehicular access to the lakes.
- Option 2:** Prohibit all motorboats within Lady Evelyn-Smoothwater.

5.4 Boat Caches (private and commercial) within the wilderness and waterway parks

- Option 1:** Establish a boat cache management system within the wilderness and waterway parks. The management system would determine appropriate cache locations based upon use patterns as well as environmental and aesthetic impacts within the park.
- Option 2:** Prohibit all boat caching within the wilderness and waterway parks.
- Option 3:** Prohibit all boat caching within the wilderness park, while establishing a managed cache system for the four waterway parks.

Which of the above options do you support, and why?

5.5 Wilderness Snowmobile Trail (former TOPS A206) Through Lady Evelyn-Smoothwater

- Option 1:** Retain the existing snowmobile trail by designating the corridor as an Access zone. Conditions would be made to restrict trail use in terms of a limited winter season, a limited level of maintenance and prohibiting off-trail travel.
- Option 2:** Relocate the snowmobile trail outside the wilderness park. Explore alternate route options to the west of the park boundary utilizing existing tertiary roads where possible. Maintain the existing snowmobile trail through the park in the short term (five years), while an alternative route is developed outside the park.

Which of the above options do you support, and why?

5.6. General All-Terrain Vehicle (ATV) Use

- Option 1:** Designate specific zones within the parks as access zones, permitting ATV use only in these locations.
- Option 2:** Prohibit all ATV travel within the wilderness and waterway class parks.
- Option 3:** Prohibit ATV travel in LE-SPP (wilderness class) while allowing limited ATV use through the waterway class parks through access zones.

Which of the above options do you support, and why?

5.7 Commercial Land Use Permits within the Provincial Parks

- Option 1:** No change from current status
- Option 2:** Phase out existing commercial LUPs from the parks.

Which of the above options do you support, and why?

5.8 Other Topics

Topics to be addressed in the Preliminary Management Plan

The following topics do not have specific options presented at this stage. These issues are broader in scope than the specific wilderness and/or waterway parks in Temagami. They link to broader issues regarding fire management and fisheries management at MNR's district, regional and provincial levels. These larger-scale issues require broader policy direction than what can be applied solely at the individual park management plan level. If you have general comments, please provide them below.

6.0 Next Steps

Thank you for completing this workbook. The planning team will accept comments on the Management Options document during the 45-day public review period which follows its release. Your comments are appreciated.

Management direction will be outlined in the next stage of the planning process—the Preliminary Management Plans for each component. Your comments, participation and knowledge are important to ensure that we produce the best possible plans for the provincial parks, conservation reserves and Crown land recreation.

Thank you for participating in this process!