

Submission to the 2010-2020 Algonquin Park Forest Management Plan Stage 3

**Submitted by ...
Algonquin Backcountry Recreationalists (ABR)
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Comments Submitted To Algonquin Park FMP Planning Team for the 2010 - 2020 Forest Management Plan ... by the Algonquin Backcountry Recreationalists

Stage 3 started with the info centre open-houses for public review of the finalized 'Stage 2' information. The 60 day period for feedback and input runs through to September 14th, 2009.

The ABR's involvement had been specifically in response to Appendix 3 of the Summary of Long Term Management Direction for the 2010-2020 Forest Management Plan - Stage 3 Roads Supplementary Documentation.

Billy Lake Road

Billy Lake Road - Proposed Corridor is Alternative 1 (ABR objected to both Alternatives 1 and 2)

The ABR's suggestion of a "third" alternate connecting to Highway 60 to the south was discounted verbally by AFA staff at the openhouse. It was explained that the existing old roadbed south of Little McCauley Lake was environmentally unacceptable due to it in fact being right along the lake's very south shore and not at a distance, as portrayed on mapping.

They also explained that the proposed entrance to Highway 60 wouldn't meet with safety and logistical requirements. These reasons for disqualification were not contained in the Stage 3 documentation.

AFA staff also verbally conveyed that the ABR's request for a prohibition on any summer time haulage (should Alternative 1 or 2 prevail), was unmanageable due to limited storage landing areas, staining of cut hardwood laying down for extended periods and the mills needing a steady supply of wood through the season. Their explanation for not adopting a prohibition on any summer time haulage wasn't contained in the Stage 3 documentation.

The ABR believes that the AFA should detail its reasons for dismissing the summarized public comments and concerns in its subsequent FMP documentation.

Manta Lake Road

Manta Lake Road - Proposed Corridor is Alternative 1 (as supported by the ABR)

Three Mile Lake Road

Three Mile Lake Road - Proposed Corridor is Alternative 3 (as supported by the ABR)

The ABR's request that subsequent branch road planning break secondary road loops at canoe routes/portages was recorded in the Summary of Public Comments. At the open-house, an AFA staff person verbally indicated they would break the secondary loop road between the Three Mile Lake and the Maple Lake primary roads at the point where it bisects Maple Creek.

However, this wasn't contained in the Stage 3 documentation.

The ABR's request that the secondary road loop bisecting the Manitou/Three Mile portage be broken at that point was not adopted. At the open-house, an AFA staff person verbally indicated they would retain that secondary road and its crossing of the portage, but that it would only be used to extract wood northward from the area south to Namea Lake. However, this limited use was not contained in the Stage 3 documentation.

The ABR believes that the AFA should detail these two intentions in its subsequent FMP documentation.

Thompson Lake Road

Thompson Lake Road - Proposed Corridor is Alternative 1 (ABR supported Alternative 2)

The Stage 3 documentation recognizes the ABR's concerns regarding Alternative 1's bridged watercrossing between Thompson and Little Thompson Lakes enabling inappropriate access. Alternative 1's environmental analysis describes it as a "significant permanent bridge". During the open-house an AFA staff person indicated they would be using a temporary bridge at that point, which would only be in place during the periods of actual haulage and that between those periods it would be "lifted" in order to curtail inappropriate access.

The ABR believes that the AFA should detail this change from a permanent to a regular "lifted" temporary bridge in its subsequent FMP documentation.

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