

Trent-Severn Waterway

national historic site of canada

Management Plan



Connected Waters – A Brief History

“The Trent-Severn is Canada’s premier vacation waterway. Located in the heart of southern Ontario, between the commercial heartland of Canada’s largest city and the vast, serene wilderness of Algonquin Park, this 386 kilometre “highway” of lakes, rivers and canals connects Lake Ontario to Georgian Bay. Operated and managed by Parks Canada, the Waterway is visited by 1.5 million people annually from all over the world.

The Trent-Severn has a rich human history. Its value as a transportation route and as a source of plentiful wildlife was recognized by Paleo-Indians, who settled the area almost as soon as the glaciers disappeared from southern Ontario around 12,000 years ago. More or less continuous settlement since then has made the Waterway an area of significant archaeological discoveries, especially around the Bay of Quinte and Rice Lake. Native people are still an important presence along the Waterway. There are Chippewa and Mississauga communities on Rice, Scugog and Buckhorn Lakes, and on Lakes Simcoe and Couchiching.

Champlain visited the Waterway in 1615, but it wasn’t until the late 1700’s that the first European settlers arrived. They ranged from impoverished Irish fleeing the potato famine to United Empire Loyalists who left the United States after the American Revolution to stay loyal to the British Crown. These early settlers cleared the land for farming, logged the forests, and established mills at many sites along the Waterway. Their lives have been recorded in the writings of Frances Stewart, Charles Fothergill, Anne Langton, Catharine Parr Traill, Samuel Strickland and Susanna Moodie, among others.

As the counties along the Waterway filled with settlers in the second half of the 19th century, pressure grew to create a navigable waterway linking Lake Ontario and Georgian Bay. By the time the Trent-Severn Waterway was finally completed in 1920, rail and road transportation had already made it obsolete as a route of commerce. But the Trent-Severn’s importance as a tourism destination has continued to grow. The natural, cultural and historic wealth of the Waterway and surrounding countryside draws several million visitors each year.

In addition to its main role as a navigation route, the Waterway also provides water for nearby municipalities, is an important source of hydroelectric power, and through its system of dams, allows for both flood management and water level control along the Waterway and up into the Haliburton area to the north. The Waterway also provides numerous havens for wildlife: along its length, more than 250 marshes, swamps and other wetlands create the kind of high quality habitat that is becoming rare in southern Ontario.

Travellers along the Trent-Severn can experience some of the major physiographic and vegetational regions of Ontario. In its southeastern reaches, the Waterway runs through rolling farmland of the Great Lakes – St. Lawrence lowlands. Further west it finds a route through the dense field of drumlins that extend from Hastings to Lindsay. Along the Kawartha Lakes, the Waterway follows the southern edge of the Canadian Shield, then becomes almost a wilderness river as it flows through Shield country, cutting its way through the rock to finally enter Georgian Bay.”

Quoted with permission, from: *The Trent Severn Waterway – An Environmental Exploration*, by Lorraine Brown.

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Management Plan

October 2000

FOREWORD

The Government of Canada is committed to the protection and presentation of our heritage. As the Minister responsible for Parks Canada, it is my responsibility to safeguard the integrity of our national historic sites. Accordingly, it gives me great pleasure to approve this management plan for the Trent-Severn Waterway National Historic Site of Canada.

The Trent-Severn Waterway has played a valued role in the development of Canada as part of a national system of canals. It served as an important canoe route for Aboriginal people who lived and traveled along its rivers and lakes. After settlement by Europeans, the Waterway was viewed as a secure and cost-effective transportation route for shipping the resources of Canada's West Coast to markets in the East and a means of opening up the area for new development. Community leaders, inspired by the bold vision of the engineers, surveyors and canal promoters associated with the scheme, supplied the political will to match the engineering and construction expertise so necessary to complete a through-route from Trenton to Port Severn.

Today, this historic waterway serves as a proud symbol of Canada's expertise in canal engineering and design. Equally important, it is a unique recreational asset, combining the region's diverse cultural and ecological resources for the enjoyment and benefit of all Canadians and visitors.

The Management Plan will guide the future of the Waterway as we individually and collectively safeguard its national historic values for future generations. I invite you to share in this exciting new vision for the Trent-Severn Waterway.

Through national historic sites, Canadians can learn about and share the story of our country. As places where we commemorate our past, they contribute to an on-going understanding of Canada's national identity.



Sheila Copps
Sheila Copps
Minister of Canadian Heritage

The great object of internal improvement is to afford the means of cheap and expeditious transport for the resources thereof... [to] their respective markets... with a due regard to the local interests through which such a line of communication may pass.

Nichol Hugh Baird C.E.
Survey of the Trent Waterway
December 1835

Those present have witnessed an event that will stand out in the history of Canada. Such events mark the progress of a country... and the advances we have made.

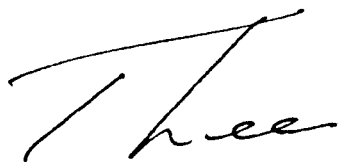
Hon. Henry Emerson
Minister Railways & Canals
at the opening of the Peterborough
Liftlock, July 1904

The Trent-Severn Waterway is a unique heritage resource in transportation [and] a non-renewable resource in the landscape... Its history and evolution to today's recreation waterway is a story of unusual interest... Heritage resources can be used in a number of ways that are both economically effective and practical... The tourism and education values of our heritage are side benefits we can all profit from.

CORTS (Canada Ontario Rideau
Trent Severn Corridor) Green Paper
April 1978

TRENT-SEVERN WATERWAY NATIONAL HISTORIC SITE OF CANADA MANAGEMENT PLAN

THIS PLAN HAS BEEN RECOMMENDED FOR APPROVAL BY:



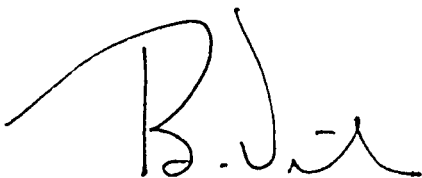
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Aussi disponible en français.

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This Management Plan is the product of many minds. Together, we not only produced a plan, but formed a network of friends and partners. We shared, we laughed, and we learned. The Planning Team wishes to sincerely thank all those whose hard work and commitment to a common vision for the Waterway made this plan possible. We also hope that the process has helped you in your endeavours and that our partnership will grow. Many of the people who participated in the planning process are already involved in its implementation — a sign of real commitment. We look forward to many years of working together and realizing the vision forged by us all.

The Planning Team wishes to express its appreciation to the following groups; realizing that we run the risk of omission but hoping that those missed will know that their contribution is equally appreciated:

- The Governments of Canada and Ontario; First Nations; County Wardens, their councils and departments; Regional Chairs, their councils and departments; Mayors and Reeves, their councils and departments; Conservation Authorities; public and private agencies; boards, associations and groups; businesses; academic institutions; individual users, boaters, landowners, residents and many other Friends of the Waterway who contributed their time and expertise throughout the planning process.
- Consultants who contributed to the words, the graphics, the public consultations, and environmental assessment.
- Parks Canada staff and co-op students who provided administrative support, professional expertise, advice, encouragement and even a shoulder to cry on.
- The Waterway operations and maintenance staff who contributed to the plan in so many ways; attending public forums, talking to the public, handing out cards and newsletters, offering practical advice and ideas, and providing reality checks along the way.
- The Trent-Severn Waterway Advisory Committee.
- The Core Planning Team, whose commitment made this enormous project possible, even in the face of a massively changing work environment and team membership.
- The Waterway Superintendent, who, as our client and on many occasions our fellow team member, was an objective pair of eyes for the work we produced.

Finally, I wish to express my thanks, on behalf of the Planning Team, for the privilege of working with you all.



John Towndrow, Team Leader

INTRODUCTION

The Trent-Severn Waterway National Historic Site of Canada which links Lake Ontario with Georgian Bay through a series of lakes, rivers and canals is a national asset. It has been identified as one of the most important places in Canada by the federal government and is one of the Family of National Historic Sites, symbols of Canada's human heritage and identity. Its designation as a National Historic Canal commemorates its importance as part of Canada's national canal system and its role in opening up the interior of Ontario, including aboriginal use and migration, fur trade, lumbering and European settlement.

The Trent-Severn Waterway continues to have a major significance for the economic development of central Ontario. Hundreds of thousands of residents enjoy it and approximately 1.5 million visitors are drawn annually from elsewhere in Canada, the United States and from overseas.

The foundation of the way in which the Trent-Severn Waterway is now managed dates back to the early 1900's when through-navigation was first established. In 1972, the Trent-Severn, including the Murray Canal, was one of the canals transferred to the Minister responsible for Parks Canada. There was a clear understanding that the canal systems should be maintained and operated with special regard to their important historical value. The Cabinet directed a shift from "transportation" to historical preservation, restoration, and interpretation; natural environment preservation and interpretation, and the optimum use of federal lands.

The *Canada Ontario Rideau Trent-Severn (CORTS) Committee* was set up with the goal, "To develop a distinctive environmental corridor where a wide variety of recreational opportunities are available to users in a safe, pleasant and interesting environment, and where optimum recreational use is achieved". The CORTS Committee announced its policies in 1982, and these were adopted as the official guide to the management of the canal systems.

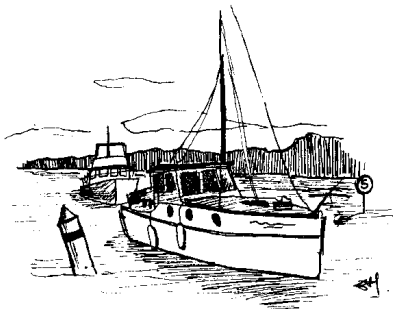
Since the 1970's the demands put on the Trent-Severn and the countryside through which it runs have increased. Parks Canada has adopted a clear policy for all its historic canals — *The Historic Canals Policy 1994*. It confirms the objective of fostering appreciation, enjoyment and understanding of Canada's historic



Roy Studio, Peterborough

"It is a great example of early Canadian engineering."

(Public consultation)



"Start now by teaching the children to respect the natural unspoiled areas. As they become adults, they might remember to treat the shoreline and the wildlife as a treasure that cannot be replaced."

(Public consultation)

canals by providing for navigation; by managing cultural and natural resources for purposes of protection and presentation, and by encouraging appropriate uses.

Canadians now recognize that policies for the conservation of natural and cultural resources are no longer a luxury to be indulged once social and economic goals have been achieved but are an essential foundation for the future. However, different users of the Trent-Severn Waterway have different expectations which sometimes complement and sometimes conflict with each other. The challenge has been to find a clear vision of the future to which all can subscribe. The fundamental objective remains to ensure, in layman's terms, the health and wholeness of the Waterway, a concept defined by Parks Canada as the commemorative integrity of this historic canal.

Parks Canada, recognizing it cannot act alone, set up a process involving public meetings, discussions, workshops, staff seminars and consultations with interest groups. The aim was to link the national interest of the people of Canada with that of local people who have a direct stake in the Waterway. In parallel to this, and complementary to it, Parks Canada has prepared a *Statement of Commemorative Integrity* which describes the values of the Waterway and sets out how to ensure the preservation of the cultural and natural heritage of the Trent-Severn Waterway as a national historic canal.

The Trent-Severn Management Plan is the result of numerous discussions with the various stakeholders and the incorporation of the objectives outlined in the *Statement of Commemorative Integrity*.

A draft version of the Plan was circulated for public review in June 1996. The final plan sets out the collective Vision and defines the policies and actions needed to achieve it.

The Vision "In The Future We See A Waterway" has four strands:

- The protection of the cultural and natural heritage, management of the water levels, keeping through-navigation and presentation of Waterway heritage to the public;
- The potential for the Trent-Severn Waterway to be a major heritage tourism destination and the provision of excellent facilities, services and programs providing strength to the local economy;



- All this can only be achieved through the co-operative efforts of all stakeholders and clearly defined leadership;
- The future of the Waterway will be secured through private-public partnership, creation of new services, programs and businesses, tax revenues and re-investment by Parks Canada.

The Trent-Severn Management Plan attempts to put these concepts into practice, by identifying what needs to be done and who should do it. Parks Canada will work in partnership with all groups and individuals who are stakeholders in the future of the Trent-Severn Waterway. Throughout the document you will find information on how you, as an individual, or as part of a group or organization, can participate in the exciting challenges that lie before us all.

If you are interested in finding out more about the studies that went into developing the Management Plan, please consult the second part of the plan entitled “Additional References”. This section offers details regarding the public consultation which played such a key part in the development of the Plan. There is also a glossary explaining the terms used in the Plan as well as a list of relevant legislation, regulations and policies that Parks Canada works with.

“Like many of Canada’s resources, the Trent-Severn Waterway represents a link that supports resources (natural, cultural, social) that are facing increased development pressure. I applaud Parks Canada on the initiative of this project and strongly support its objectives and goals. I am hoping the proposed management plan will have the political backbone to make some of the decisions necessary to protect, enhance and utilize this valuable resource.”

(Public consultation)



FAMILY OF NATIONAL HISTORIC SITES

National historic sites such as the Trent-Severn Waterway, are national symbols of Canada's human heritage and identity. As such, they are among the most important places in Canada. Located in urban, rural and wilderness areas, in all parts of the country, they make the point that our history is truly national. Stewardship of these places is an important responsibility, a trust each generation carries out on behalf of previous and future generations.

The Minister of Canadian Heritage is responsible for designating these nationally important historic sites and for directly administering 144 out of more than 849 national sites, 9 of which are canals. This partnership which is often informal rather than formal, is symbolized by the term "Family of National Historic Sites".

The Department of Canadian Heritage, of which Parks Canada is an integral part, provides numerous opportunities which highlight the importance of this "Family" as national symbols. The aim is to enhance the awareness of Canadians and visitors of the richness and diversity of our human history and to establish close links with groups involved with cultural and natural heritage.

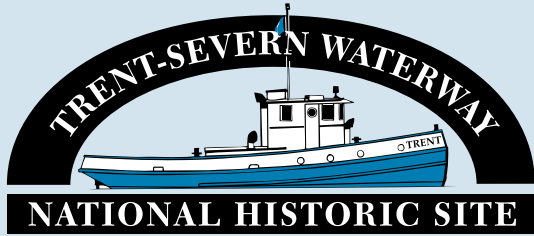
The family of national historic sites, which includes the Trent-Severn Waterway, provides tangible and irreplaceable links to what defines us as a nation and as a people and, along with other national institutions and symbols, are integral to our collective sense of identity.

Parks Canada Mission:
Parks Canada's mission is to provide, for the use and enjoyment of Canadians, a system of National Parks, National Historic Sites and related protected areas and to manage these places in a manner that leaves them unimpaired for future generations.



Trent-Severn Waterway Mission*
Foster appreciation, enjoyment and understanding of the Trent-Severn Waterway by providing for navigation; by managing cultural and natural resources for purposes of protection and presentation; and by encouraging appropriate uses.

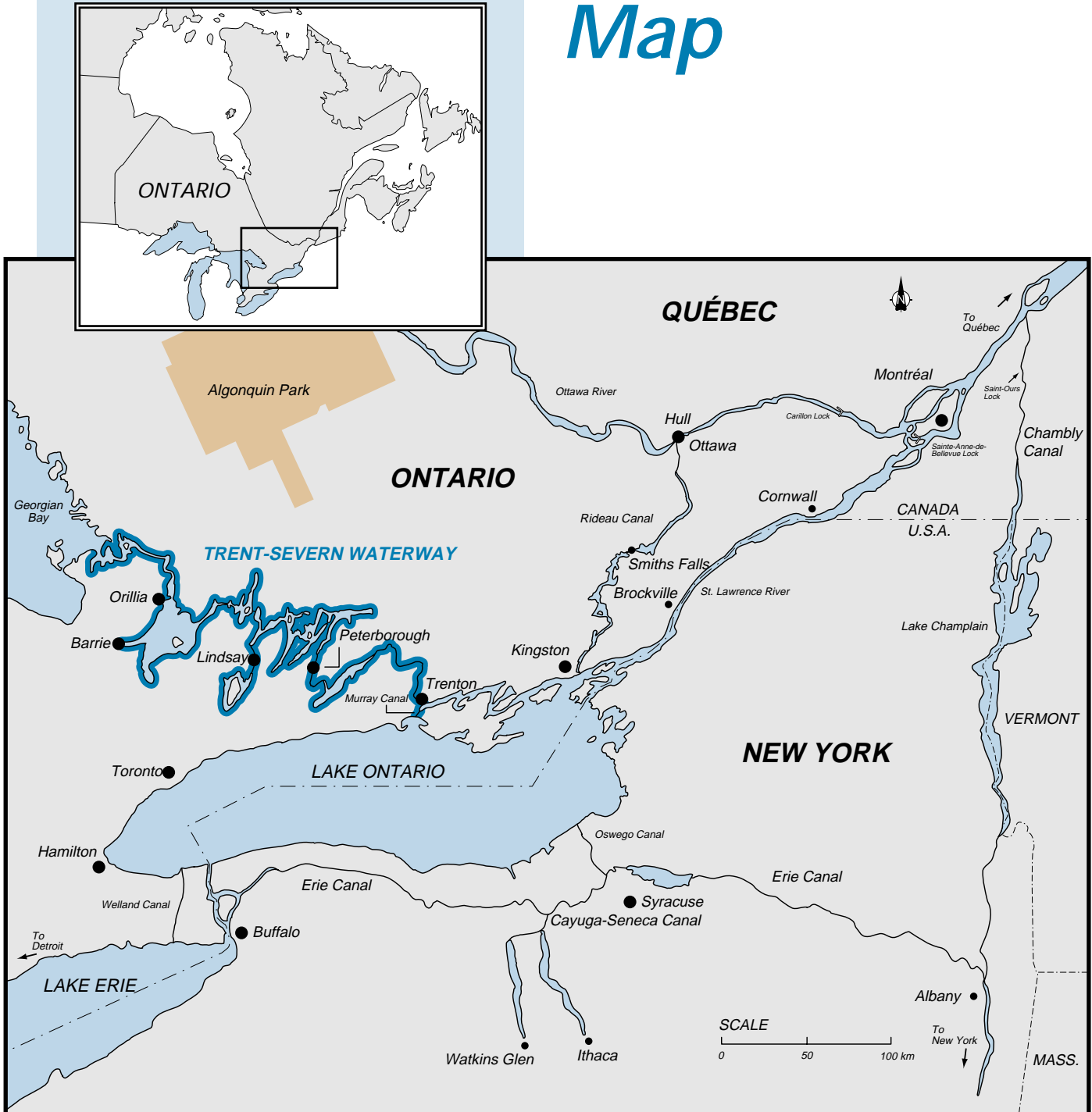
*As adapted from
Parks Canada's Policy



MANAGEMENT PLAN

Figure 1:

Location Map



Parks Canada
Parcs Canada

A NATIONALLY SIGNIFICANT WATERWAY

The Minister of Canadian Heritage acts on the advice of the Historic Sites and Monuments Board of Canada (HSMBC), an independent advisory board. The HSMBC made recommendations to the minister specifying the reasons for the Waterway's national significance and these recommendations form the basis of the following Statement of Commemorative Intent.

Statement of Commemorative Intent for the Trent-Severn Waterway

The Historic Sites and Monuments Board of Canada considered the national significance of the Trent-Severn Waterway several times between 1925 and 1988. The Board noted that this canalized waterway connecting Georgian Bay with Lake Ontario was of national historic significance because it was part of Canada's national canal system. Specific resources designated of national historic significance include the engineering achievements of the Peterborough Lift Lock and the Lake Simcoe-Balsam Lake section of the Waterway which includes a large number of unmodified structures dating from their original construction period 1900-1907.

Commemorative Integrity

Parks Canada administers the Trent-Severn Waterway National Historic Site of Canada on behalf of the people of Canada, guided by the laws and policies authorized by Parliament. Parks Canada is expected to provide leadership for the management of protected heritage areas by promoting sound principles of stewardship and citizen awareness. Fundamental to this is maintaining the health and wholeness or the "Commemorative Integrity" of the Waterway.

Parks Canada works within *The Guiding Principles and Operational Policies* which set out how to decide when a historic site, or in this case a historic canal, possesses commemorative integrity.

Commemorative intent: refers to the reasons for a site's national historic significance.



Richard B. Rogers, superintending engineer and designer of the Peterborough Lift Lock.



Fish fences at Atherley Narrows

Note: Although Atherley Narrows, a significant aboriginal site, is located on the Waterway, a separate agreement is being developed for the management of this national historic site, and so is not included as part of this management plan.



Catherine Parr Traill,
author

Other Nationally Significant Sites along the Waterway

Apart from the designations on the Waterway, a variety of people, aboriginal sites, events, places and buildings associated with the Waterway have also been recognized by the HSMBC and commemorated with a plaque. The following provides a list of some of these resources:

Aboriginal Sites

Mnjikaning, (Atherley Narrows near Orillia, The Fish Fence at the Narrows) ca. 2500 BC to AD 1857

Serpent Mounds Complex, on Rice Lake near Keene ca. 200 BC – AD 400

Peterborough Petroglyphs, Petroglyphs Provincial Park, ca. AD 900 – AD 1400

People

Isabella Valancy Crawford, 1850-1887, Scott's Plains Park, Peterborough

Sir Sam Hughes, 1802-1899, Kent Street, Lindsay

Stephen Butler Leacock, 1869-1944, Orillia

Fanny "Bobbie" Rosenfeld, 1903-1969, Allandale Recreation Center, Barrie

Sir Sam Steele, 1851-1919, Peter Street, Orillia

Catharine Parr Traill, 1853-1921, Young's Point at the lock

Events

British Commonwealth Air Training Plan, CFB Trenton

Red Fife Wheat, Lang Pioneer Village near Keene

Surrender of Indian Lands, Couchiching Beach Park, Orillia

Places

Bay of Quinte Carrying Place

Old Brewery Bay, Stephen Leacock National Historic Site, Orillia.

Trent Canal, Bobcaygeon at the lock

Buildings/Structures

Champlain Monument, Couchiching Beach Park, Orillia

Cox Terrace, Rubidge Street, Peterborough

Old Port Perry Town Hall, Port Perry

The Peterborough Armoury, Murray Street, Peterborough

These commemorated people, places and events are part of the stories and the cultural landscapes associated with the Waterway and so contribute to its history and significance.

“A national historic site possesses commemorative integrity when:

- the resources that symbolize or represent its significance are not impaired or under threat,
- the reason for the site’s national historic significance are effectively communicated to the public, and
- the site’s heritage values are respected by all those whose decisions and actions affect the site.”

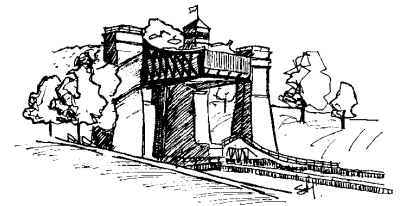
(Parks Canada Guiding Principles and Operational Policies, pg. 71)

The Statement of Commemorative Integrity has three purposes:

- to focus attention on what is nationally significant about a site and thus assist in the decision-making process,
- to provide guidance on the values of all the site’s cultural resources and on the critical messages related to the site’s designation, and
- to provide a measuring stick to determine how successfully a site is being managed.

Parks Canada has prepared a Statement of Commemorative Integrity for the Trent-Severn Waterway. In addition to the national significance of the Waterway, the statement considers all the Other Heritage Values of the Waterway, both tangible and intangible which contribute to its heritage character and the heritage experience of visitors.

The key elements of the Statement of Commemorative Integrity are described here. The entire statement can be found in Section II of the Additional References section of this management plan. Figure 2 contains a map showing some of the key sites in the Waterway development and a diagram of the evolution and construction of the Trent-Severn Waterway.



“If it is worth building, it is worth keeping.”

(Public consultation)

Construction of the Waterway

The Trent-Severn Waterway National Historic Site of Canada meanders for 386 kilometres across central Ontario to link Georgian Bay with the Bay of Quinte, through the Murray Canal, and hence to Lake Ontario. Through most of its length the navigation route of the Waterway consists of natural water courses connected through a series of engineering works including 36 conventional locks, 2 flight locks, 2 hydraulic lift locks and a marine railway. In addition there are numerous canal cuts, entrance piers and embankments along with 125 dams of various sizes and types.

Initial surveys and early construction efforts began at Bobcaygeon and on the Trent River section in the mid-1830s but the history of the Waterway's construction was sporadic and localized throughout the remainder of the 19th century. Marked by financial problems and political squabbling along with

determined and innovative engineering achievements, it was not until 1920 that the system was opened for through-navigation. Since then the Waterway has continued to evolve, reflecting the change from steamboats to motorboats and serving increasing numbers of recreational boaters. In the 1960's a major reconstruction program began on the Waterway. Locks, dams and bridges were rebuilt and many were mechanized. By the late 1980's more than 250,000 boats were passing through the Waterway locks each season. But human activity along the Trent-Severn region predated canal construction by several thousand years. Extensive archaeological evidence indicates aboriginal peoples as early as the Laurentian Archaic period travelled the lakes and rivers of the area testifying to its importance as a transportation corridor long before canalization.



MANAGEMENT PLAN

Figure 2:

Evolution of the Waterway

Download file: [TSW Maps.pdf](#) to view this fold out map

What is Nationally Significant?

The HSMBC* identifies the Waterway as being of national significance because it was part of Canada's national canal system. As such, it has associative value as a component of the country's inland water transportation network. Unmodified canal structures along the Simcoe-Balsam section, dating from the construction era of 1900-1907, are specified as being nationally significant. The engineering achievement of the Peterborough Lift Lock is also identified as nationally significant. The resources that directly relate to the designation of the Trent Severn Waterway as a national historic canal are classed as Level I Resources according to the Cultural Resources Management Policy (CRM) evaluation guidelines.

Three key conditions necessary to preserve Level I Resources are:

- The Peterborough Lift Lock is preserved along with its immediate contextual setting including the upper and lower canal cuts and the embankments, and is maintained in an operational condition.
- The structural features and lockstation landscapes along the Simcoe-Balsam section of the Waterway that have survived from the 1900-1907 construction era are preserved, and through-navigation along this section is maintained.
- All original survey maps and documents, photographs, engineering drawings and other records plus artifacts – patterns, molds, machine templates related to the design and construction of the Peterborough Lift Lock and/or the Simcoe-Balsam section of the Waterway are conserved.



Roy Studio, Peterborough

* The Historic Sites and Monuments Board of Canada

Communicating The Waterway's National Significance



The basic messages will convey the theme that, despite its length and geographic diversity, the Waterway is a linked system connecting two Great Lakes and is part of a larger, national canal system.

The national significance of the Waterway will be effectively communicated to the public when the following four messages are presented:

Messages Related to the National Significance of the Waterway

- The place or vision of the Waterway in the national canal system for both military and commercial use beginning in the early nineteenth century – the canal era – and continuing into the twentieth century with the completion of the final link between Georgian Bay and Lake Ontario;
- The nationally and internationally significant engineering achievement of the Peterborough lift lock – its design, construction and operation;
- The historic character of the Waterway as exemplified in the structural elements and cultural landscapes surviving along the Simcoe-Balsam section;
- The evolutionary development and construction of the Waterway with particular emphasis on changing construction and transportation technologies from 1833 to the present.

"We have travelled the entire system over the years. Our children and grandchildren have benefitted."

(Public consultation)

Other Heritage Values of the Waterway

There are other heritage values, not always under the jurisdiction of Parks Canada, which contribute to the heritage value of the Waterway and are worthy of respect. These values derive from a number of sources including; engineering structures and buildings, cultural landscapes, including natural features; archaeological sites and historic objects.

In each category there are several conditions, as follows, necessary to ensure heritage values are respected:

Engineering Structures and Buildings

Three key conditions necessary to ensure respect for these resources:

- The principles and practices of *Parks Canada's Cultural Resource Management Policy* (CRM Policy) are applied in decisions that affect or have a potential affect on those resources that form part of the heritage values of the Waterway including the Level II cultural resources.
- A key defining heritage element of the Waterway is the working assemblage of locks, dams, canal cuts, bridges etc. that makes the TSW an operational system for through-navigation. This is integral to the transportation message as well as to the message of the construction and operation history of the Waterway. This assemblage of engineering structures is maintained in an operational mode to permit through-navigation as the best means of preserving the most salient heritage values of the system.
- The *FHBRO Code of Practice* is adhered to whenever an intervention to a heritage building is under consideration;

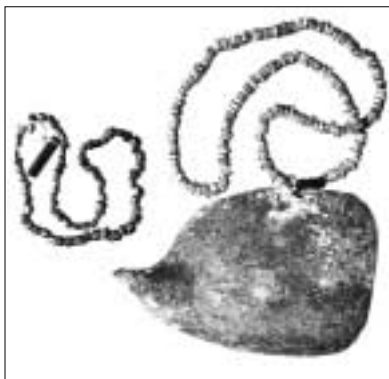


Cultural and Natural Landscapes

The following key conditions are necessary to ensure respect for these resources:

- The appropriateness of proposed interventions to cultural landscapes such as designed landscape elements, viewsapes, circulation patterns, vegetation types and patterns, open spaces, built environment, structural remnants are reviewed according to the principles of the CRM Policy;
- The landscape features and patterns beyond the jurisdictional boundary of the Waterway are recognized, understood and supported by stakeholders as significant contributors to the heritage character of the Waterway's cultural landscapes;
- The many natural features are recognized as important contributors to the heritage value and experience of the Waterway and are identified as part of the TSW Cultural Resource Inventory and protected according to the principles and practices of the CRM Policy.
- The appropriateness of proposed alterations or interventions to the natural ecosystems are reviewed according to *Parks Canada's Guiding Principles and Operational Policies* which include policies for cultural resource management, for environmental assessment and for the protection of ecological integrity. (See Reference II. *Statement of Commemorative Integrity for a full list of all conditons.*)





Archaeological Resources and Historic Objects

Four conditions necessary to ensure respect for these resources:

- Known archaeological sites on Waterway lands are monitored and safeguarded by adhering to the *Guidelines for the Management of Archaeological Resources in the Canadian Parks Service (1993)*;
- A research strategy to complete an archaeological survey along the Waterway is developed by working with provincial and aboriginal partners;
- All operational projects involving below-ground disturbance on the Waterway lands are reviewed by an archaeologist;
- Historic objects and artifacts are treated in accordance with the principles and practices of the CRM Policy;



Communicating the Waterway's Other Heritage Values

The Waterway's other heritage values will be communicated to the public when the following five messages are presented:

Messages Related to the Heritage Values of the Waterway

- . The construction and operation of the Trent-Severn Waterway;
- . The evolving relationship of the Trent-Severn Waterway to the development of corridor communities including association with lumbering, milling, hydro-generation, settlement, agriculture and recreation;
- . The aboriginal use of the Waterway;
- . The relationship between the Waterway and the region is rich natural heritage including wetlands, natural shorelines, natural uplands, and wildlife and their habitats; and
- . The Waterway as part of the national historic sites and canals system by which appreciation of Canada is fostered.

WHAT IS THE VISION FOR THE WATERWAY?

The Vision for the Trent-Severn Waterway National Historic Site of Canada has evolved from two sources. One source is the people of Canada as a whole who have entrusted the care of the Waterway, a National Historic Canal, to Parks Canada that administers it on their behalf, guided by the laws and policies authorized by Parliament. Entrusted with the care of the Waterway, Parks Canada is expected to provide leadership in the management of protected areas, promoting stewardship, citizen awareness and commemorative integrity for the Waterway. The other source comes from the Waterway stakeholders who have made it clear, through public consultation, what they value about the Trent-Severn Waterway now, and also what they want it to be like in the future.

Some clear messages about how people see the Waterway in the future came out during public forums, in focus groups and in response to the draft version of this report. It is significant but not surprising that these expectations are similar to the expectations of all Canadians. Protection of cultural and natural heritage, leadership, partnership and commitment to people and their livelihood, figure strongly in the Vision for the Trent-Severn Waterway.

The Vision is a statement of what we collectively want the Waterway to be in the future. It must not only address the need to protect our national heritage but also capture the imagination of those who love the Waterway and make a living by it. It emerged through cooperative efforts of all the stakeholders and the application of sound business management.

Everyone agrees the future of the Trent-Severn Waterway will be secured through private-public partnerships or leverage of private sector investment to enhance facilities and programs. The benefits of increased heritage tourism especially for those seeking new learning experiences, will be far reaching — including the creation of new services, programs, businesses, jobs, more tax revenues and reinvestment by Parks Canada. All this will help ensure the financial and physical security of the Trent-Severn Waterway and will promote cultural and economic development in the area.



“The river is part of my heritage. I was born one block from it. I have swum in it, fished from it, drunk from it, skated on it. I was baptised with water from it. The river is part of me.”

(Public consultation)



Trent-Severn Waterway National Historic Site of Canada – Vision

In the future we see a Waterway:

- A. That is protected and presented
- B. That supports sustainable heritage tourism
- C. That provides leadership and collaborates
with partners
- D. That is financially viable

STRATEGY FOR ACHIEVING THE VISION

The Vision for Trent-Severn Waterway National Historic Site of Canada cannot be achieved single-handedly by any one government department or industry, however large, or by any one individual, however committed. The responsibilities for finding and carrying out lasting solutions rests with all Canadians working together.

Parks Canada held a series of consultations with Waterway stakeholders including the public government agencies, interest groups and Waterway staff. There is a report discussing the public consultation process in the Additional References section of this plan. The policies and actions that developed from these consultations form the Strategy. However, before going into the statement of policies and the list of actions under each policy, there is a discussion about the thinking behind them.



A. Protection and Presentation

Protection of Cultural and Natural Resources

The cultural landscape of the Trent-Severn Waterway is a tapestry of features initially woven by nature, then altered by humans to create this transportation corridor. Within this corridor exists the significant human heritage features recognized by the Historic Sites and Monument Board of Canada as nationally significant. This human heritage cannot be separated from the natural features of the Waterway which include the wetlands, lakes, rivers, rocky shorelands and forested uplands. Parks Canada has the responsibility to manage these resources on the Trent-Severn Waterway lands and to co-operate with others in the management of adjacent shorelands.

The protection and presentation of resources, regardless of ownership, are major objectives of Canada's program for the recognition of significant heritage places and resources. Where historic sites are owned and managed by Parks Canada, protection and presentation are a fundamental part of commemoration; protection ensures that the sites are there to be enjoyed, and presentation ensures that there is an understanding of why the sites are important to our history and hence to all Canadians.



In the future we see
a Waterway:

A. That is protected and presented

"Our Management Plan will fail if it destroys individual effort for the sake of uniformity. It will be a great success if it protects each unique person and place, while giving us all a singular purpose."

(Staff consultation)

The Statement of Commemorative Integrity described earlier gives the framework for protection and presentation of the cultural and natural resources that add to the national significance of the Waterway.



“The beauty and natural shoreline and the historic and natural value of our waterway; these values we have always tried to respect.”

(Public consultation)

The integrity of cultural and natural heritage is maintained by striving to ensure that management decisions affecting these special places are made on sound cultural resource and ecosystem-based management practices. It is recognized that these special places are not isolated but are part of larger cultural landscapes and ecosystems. Decision-making must be done with the stakeholders and be based on an understanding of surrounding environments and their management.

Increased use of the Waterway puts increased stress on the natural environment, which result in alteration of the environment including water quality. Although a change may seem insignificant and unrelated, the impact is incremental. The health of the natural environment is important if the use of the Waterway for recreation, as a place to live and for commercial, industrial and resource harvesting purposes, is to be sustainable. Ownership brings responsibility and use obligations. Every user of the Trent-Severn Waterway has an important contribution to make in maintaining or restoring a healthy natural environment. Parks Canada has the responsibility to set a good example as an environmental steward.

Managing the water levels has always been one of the greatest challenges facing the Waterway. Today is no different. There is an additional reference in the second part of the plan on the history and current management of the Trent and Severn watersheds.

Parks Canada has the legal responsibility through a regulatory order in council to manage water for navigation in The Trent-Severn Waterway. Cottagers and year-round residents are concerned about how water levels fluctuate between times of high spring flow and summer drought, when Waterway staff attempt to create a more equal distribution of water through the system. There are a variety of constraints to reconciling the conflicting demands to regulate water levels and flows within the two watersheds, not the least of which is climate which cannot be controlled or guaranteed. *(See Section I of the Additional References for more details on the history and current management of the Trent and Severn watersheds.)*

Heritage Presentation

One of the benchmarks for achieving Commemorative Integrity for the Trent-Severn Waterway is to ensure that the reasons for its national significance are effectively communicated to the public and heritage presentation is the means to accomplish this.

Presentation encompasses interpretation programs and visitor facilities and services that bring the public into contact, either directly or indirectly, with the Trent-Severn Waterway. Parks Canada, with the help of others, presents the Waterway by:

- interpreting it and its wider significance to visitors and non-visitors,
- providing opportunities for appropriate visitor use and public involvement, and
- providing essential services and facilities.

Presentation programs are developed by the Waterway and by others to provide the public with an appreciation of the significant values of the Waterway, in order to foster enjoyment of its cultural and natural resources and to encourage an understanding of how these canals have contributed to the development of Canada.

Appropriate visitor activity and public use of cultural and natural resources along the Waterway must respect the resources and be consistent with the *Messages Related to National Significance and Other Heritage Values of the Waterway* as well as the policies in this Plan. (See pages 14 and 16.)



"Parks Canada staff are superb — helpful in every way, cool, calm and collected no matter what occurs. We thank you for the excellent service we have received in the last five years."

(Public consultation)





In the future we see a Waterway:

- B. That supports sustainable heritage tourism



"We value the friendliness of the staff at the locks, the beautiful scenery, and clean (swimming) water."

(Staff consultation)

B. Sustainable Heritage Tourism

The Trent-Severn Waterway provides numerous opportunities for the public to appreciate, understand and enjoy the region. The Waterway is accessible to over 50 million people within one day's drive. It is estimated that in 1998, nearly 1.5 million people enjoyed a visit to the Waterway by land or water. In addition, there are well over 100,000 permanent and seasonal residents who live on the Waterway. Parks Canada wishes to ensure a safe and enjoyable Waterway experience for visitors and to encourage visitors to respect the heritage values of the Waterway and the laws that protect our environment.

During the last decade, new forms of tourism have emerged as a result of many diverse factors including an aging and better educated travel market, an increased demand for ecologically and culturally sensitive travel, and a growing interest in travel that involves first-hand experiences and opportunities for learning, adventure and discovery. Heritage tourism, including interest in cultural, natural and ecological tourism, is emerging as one of the fastest growing segments of the tourism industry. With careful planning, the communities along the Waterway are well positioned to respond to these trends. Strong support is growing among tourism agencies to plan and develop a community-based tourism strategies for the Trent-Severn Waterway system as a whole.

Tourism development that is sustainable can enhance the special qualities of the Waterway. "Quality of life" is what attracts and keeps industry, business and families in an area. "Quality of life" refers to good jobs, good parks and recreation opportunities, vital town and city centres, good building design and good transportation. Healthy tourism development can also bring with it the capital necessary to restore and maintain the extraordinary cultural heritage along the Trent-Severn Waterway and in the surrounding region.

C. Leadership and Collaboration

Leadership and collaboration are an integral part of all the policies and action in this management plan. Leadership is established by example, by demonstrating and advocating ethical practices and by assisting and co-operating with others. Parks Canada has broad responsibilities to communities within Canada as well as to other countries. Some degree of co-operative action must be inherent in all of Parks Canada's heritage activities and training, and other forms of co-operative assistance are needed to share experiences and expertise.

While Parks Canada, on behalf of the Trent-Severn Waterway, can and will play a strong leadership role, the general public, First Nations, Conservation Authorities, businesses, and organizations as well as federal, provincial and municipal governments are collaborating in the management of the Waterway. All stakeholders have an interest. Co-operative action is essential to ensure the protection of the cultural and natural values of the Waterway, the public enjoyment of a pollution-free environment and a safe Waterway experience.

As the Waterway cannot be managed in isolation from the lands surrounding it, the policies developed to promote Leadership and Collaboration focus first on the management of Waterway lands themselves and then on the management of adjacent shorelands.

Management of Waterway Lands

Waterway lands include the bed of the lakes, rivers and canal cuts that comprise the Waterway, as well as lockstations, various islands and other upland properties. These lands were acquired for the construction of the Waterway and are now primarily used for the operation of the Waterway, for natural and cultural resource protection, for public education and for a wide variety of visitor experiences. Certain Waterway lands are licensed or leased for municipal, commercial or private use. Policies and guidelines ensure that all such uses respect both cultural and natural values of the Waterway and provide those wishing to use the Waterway lands with the conditions under which their use is permitted.



In the future we see
a Waterway:

- C. That provides leadership and collaborates with partners



"This Management Plan is most important. It must ensure good communication between all staff and users. Good communication = education = support = success."

(Staff consultation)



Management of Adjacent Shorelands

The environmental health of the Waterway is also affected by activities on lands adjacent to the Waterway lands which are owned and managed by private and public landowners, First Nations or the Provincial Crown. These adjacent landowners are encouraged to share the Waterway’s principles for developing and managing in a sustainable manner, in order to protect the Waterway’s cultural and natural resources for future generations. Managing and protecting the Waterway, then, becomes a partnership between Parks Canada and these Waterway neighbours.

Municipalities play a lead role in protecting shorelands through official plans and zoning by-laws. Current policies controlling development and use should be strengthened to fully recognize and protect the Waterway’s unique cultural, natural and scenic values, while allowing development and use that is compatible with these values.



“My family and I have enjoyed the waters ‘up north’ for the last 35 years. Now that I am retired and have time, I would like to do something for nature preservation. I have time. I have a boat. I think I know every bay and stream and lock in the Trent-Severn. What can I do for you?”

(Public consultation)

D. Financial Viability

Funding the Vision

One of the major challenges is to find a formula for protecting the Waterway in such a way as to ensure its long-term financial viability, at a time when availability of government funds is decreasing.

The protection of the Waterway's environment and infrastructure and the improvement of facilities, although costly, are critical to the future of the Waterway. Investors in property and businesses related to the Waterway will have confidence in its long-term future as Parks Canada's commitment to the Waterway is clearly demonstrated in action.

The Waterway is a major public asset with the potential to generate continuing social and environmental benefits, as well as income. With the need to lessen dependence on government program funds, comes the need to be innovative and explore opportunities for generating and retaining revenues as well as encouraging shared management. Both of these initiatives, if clearly demonstrated in action, can assist in realizing the Waterway vision.



In the future we see
a Waterway:

D. That is financially viable





POLICIES AND ACTIONS

After the development of the policies, a series of actions relating to each one were worked out. Some are already being done while others require new initiatives. They are set out in the following charts so that Parks Canada, other government agencies, residents and other stakeholders can identify their different and shared responsibilities. Three types of roles have been identified: 1. Lead or shared lead role, 2. secondary role and 3. supportive role.

● Lead or shared lead role:
An agency, group or individual initiates or shares equally in initiating an action and plays a strong role through to completion of the action. The role must involve human resources and may involve financial resources.

● Secondary role:
An agency, group or individual actively assists those playing a lead role. This role may involve human and/or financial resources.

○ Supportive role:
An agency, group or individual provides support by way of encouragement, endorsement or promotion of an action. This role may involve human and/or financial resources including actions of volunteers.



The charts show the actions linked to each policy and then what Parks Canada will do to work towards achieving the Vision. The chart then shows what level of responsibility all other stakeholders can, or in some cases, have agreed to take. However, before the charts, there is a description of Parks Canada's approach to implementation. Individuals, groups, organizations and other government agencies are now considering how best to implement the parts of the strategy that relate to their own specific interests. If you have not been involved before you will find information on how you can participate in the exciting challenges that lie before us all.

Implementation: Parks Canada's Approach



Parks Canada is committed to work with others through the application of the Policies and Actions to achieve the Vision. This section sets out the various tools Parks Canada will use. It describes how the objectives of the Plan will be incorporated into the business planning of Parks Canada through its business plans; how environmental assessment will be used to identify and manage potential adverse effects on the environment. There is a discussion about community involvement and the ongoing discussion with the communities along the Waterway, information sharing and working together, and finally how the Management Plan will be monitored through the process of regular review.

Business Plans



Nowadays Parks Canada, like most government departments, uses business plans as a way to set priorities and targets for both on-going and new initiatives. Business planning provides mechanisms for Parks Canada to be both pro-active as well as to be able to react to dynamic external events or conditions. Priorities and time scales for achieving the actions in the Trent-Severn Waterway Management Plan will be in the business plans. These plans will set clear objectives and priorities for a specific period, with quantitative targets and clear indicators of performance.

Environmental Assessment

Parks Canada management planning activities are subject to environmental assessment to ensure that they do not have an adverse effect on the environment. There is a discussion about the use of environmental assessment and its role is achieving sustainable development in the Additional References section. The existing activities, facilities and operations of the Waterway as well as this Management Plan have undergone a preliminary environmental screening and various areas of conflict have been identified along with the requisite mitigation and monitoring requirements.

At present, all federal policy and program initiatives operate within non legislated procedures, the "Environmental Assessment Process for Policy and Program Proposals". This has been formalized with the Canadian Environmental Assessment Act. Any management planning initiatives which might trigger the Act, require a project specific environmental assessment.

Shared Management and Community Involvement

Parks Canada will continue to establish partnerships, strategic alliances, joint planning groups and other co-operative arrangements to assist in the operation and management of the Waterway. A Public Advisory Committee has been formed for the Waterway to keep people involved in developing the Waterway and in achieving the Vision. It is a two-way process and the system of information sharing has to continue to improve. More has to be made of the idea of the Trent-Severn corridor and the role stakeholders and communities have to play and the opportunities it brings.



Management Plan Review

The Management Plan will be reviewed on a cyclical basis to ensure its continued relevance to changing economic conditions, legislation and policy.



“Our Management Plan will only be worth something to me if I can see that it is obviously not short-sighted and it must be able to change as required in future so as not to become irrelevant.”

(Staff consultation)





In the future we see a Waterway:

A That is protected and presented

Where cultural resources are conserved,

- A1 Historic value and physical integrity of cultural resources is ensured
- A2 Recognition of aboriginal history associated with the Waterway is ensured
- A3 Historic objects, associated with the Waterway, are conserved

Where natural resources are protected,

- A4 Key ecosystem components of the waterway are maintained or enhanced
- A5 Federal and provincial standards are applied to regulate the presence of contaminants
- A6 Science and technology is developed and applied to ensure sustainable use
- A7 Water levels and flows within the Trent and Severn watersheds are effectively managed
- A8 Effects of major emerging issues are monitored to ensure sound ecosystem management

Where Waterway heritage is presented,

- A9 Messages, themes and stories about the Waterway are presented
- A10 The tradition of through-navigation is continued
- A11 Opportunities for people to experience, enjoy and appreciate the Waterway will be provided

B That supports sustainable heritage tourism

- B1 The Waterway is marketed as a significant heritage tourism destination
- B2 Heritage resources are managed to encourage safe and responsible use
- B3 Protection and enhancement of heritage values is encouraged to strengthen economic development and tourism opportunities.
- B4 A wide range of facilities, services and programs are available in the Waterway corridor
- B5 Excellent service is provided to the public

C That provides leadership and collaborates with partners

Where Waterway lands are well-managed,

- C1 Waterway lands are models of heritage stewardship
- C2 Current environmental and safety standards govern personal use of Waterway lands
- C3 Shared management for the use and operation of the Waterway is encouraged

Where adjacent shorelands are well-managed,

- C4 Adjacent shoreland neighbors protect natural and cultural resources

D That is financially viable

- D1 Waterway business practices ensure efficient delivery of service and increased economic prosperity
- D2 Users and others who enjoy private benefit pay their fair share of the cost of operating the Waterway


A PROTECTION AND PRESENTATION
Conservation of Cultural Resources

TSW POLICY:

A.1 Historic value and physical integrity of cultural resources is ensured, through the application of the principles, practice, and activities of the Cultural Resource Management Policy.

ACTIONS:

- A.1.1 Complete the inventory and evaluation of cultural resources on Waterway lands to determine historic value and to determine appropriate conservation measures.
- A.1.2 Monitor activities that may adversely affect cultural resources on Waterway lands, including the beds of lakes and rivers, and take appropriate action.
- A.1.3 Continue to develop innovative architectural and engineering techniques that respect the heritage value of the resource.
- A.1.4 Continue to manage federal heritage buildings to ensure that their heritage character is respected. The Federal Heritage Building Review Office Code of Practice will be used in evaluating interventions to such buildings.
- A.1.5 Make staff and occupiers of Waterway lands aware of the historic value of archaeological features and make clear that approval must be sought before digging anywhere along the Waterway, removing artifacts or altering the landscape in any other way.

WHAT	
	
Parks Canada WILL DO	
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TSW POLICY:

A.2 Recognition of Aboriginal history associated with the Waterway is ensured.

ACTIONS:

- A.2.1 Work effectively with First Nations along the Waterway to explore appropriate ways of acknowledging the Aboriginal history of this area which may include forms of commemoration.

●

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision

		Federal						Provincial						Private Sector					
		Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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Lead or Shared Lead Role
 Secondary Role
 Supportive Role


A PROTECTION AND PRESENTATION
 Conservation of Cultural Resources **(continued)**

TSW POLICY:

A.3 Historic objects that are associated with or representative of the Waterway are conserved to ensure their protection and for the purposes of presentation.

ACTIONS:

- A.3.1 Complete the inventory and evaluation of the present collection of tools, photographs, documents, drawings, clothing, furniture and equipment against the criteria contained in the Trent-Severn Waterway Scope of Collections Statement. *(see Additional Reference No. V).*
- A.3.2 Catalogue any appropriate items and transfer or dispose of items not required.
- A.3.3 Review objects that become available against the Scope of Collections Statement, *(see Additional Reference No. V)*, particularly if they would be useful in presenting Waterway messages, and endeavor to ensure access to them for research and presentation or work with a local museum or archives to ensure their conservation.
- A.3.4 Manage the collection in accordance with Parks Canada Directives for the care and management of cultural objects.

WHAT
 Parks Canada WILL DO
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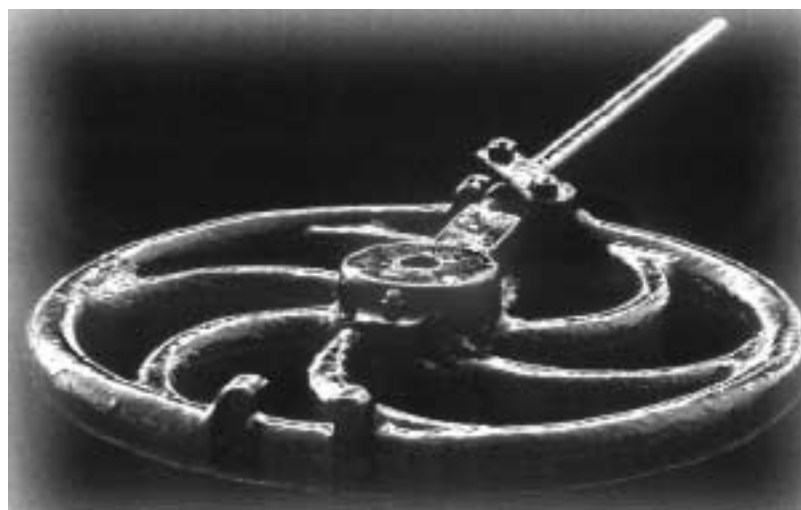


Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision

What Others Can Do to Achieve the Vision																			
Federal					Provincial								Private Sector						
Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent - Severn Waterway		



● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role


A PROTECTION AND PRESENTATION
Protection of Natural Resources

TSW POLICY:

A.4 Key ecosystem components of the Waterway are maintained or enhanced and all related federal and provincial policies pertaining to Waterway land and waters are adhered to.

ACTIONS:

- A.4.1 Review impact of Waterway activities on fish and wildlife habitats, and develop management guidelines in consultation, when appropriate, with First Nations and federal, provincial and municipal agencies.
- A.4.2 Continue to implement a wetland management program for the Waterway in co-operation with other levels of government and appropriate organizations.
- A.4.3 Assist others, where appropriate, in minimizing the spread of nuisance exotic species.

WHAT	
	
Parks Canada WILL DO	
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TSW POLICY:

A.5 The highest federal, provincial or municipal standards are applied in preventing, reporting and responding to the presence of contaminants on the Waterway.

ACTIONS:

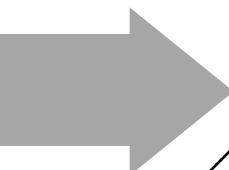
- A.5.1 Contain and clean up spills originating from Waterway facilities.
- A.5.2 Identify areas of contamination within the Waterway and take appropriate actions to protect and enhance ecosystem health.
- A.5.3 Eliminate pesticide use by the Waterway and employ alternative environmentally sound methods to the greatest extent possible, and encourage others to do likewise.
- A.5.4 Prepare and implement a spill contingency plan, in co-operation with other federal departments and provincial ministries.
- A.5.5 Apply the principle of “polluter pays” to occurrences of spills on the Waterway.

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Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision



		Federal		Provincial							Private Sector								
		Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role

A PROTECTION AND PRESENTATION
 Protection of Natural Resources **(continued)**

TSW POLICY:

A.6 Science and technology are both developed and applied to monitor the cumulative impact of human activities on the environment, thereby ensuring the sustainable use of the Waterway.

ACTIONS:

A.6.1 Control dredge and fill activities to ensure that wetland and other sensitive environmental areas are protected.


A.6.2 Co-operate with other agencies to identify and prevent negative effects of incremental shoreline development upon such factors as water quality and natural shoreline habitat, and near wilderness characteristics.

A.6.3 Develop guidelines to ensure that decisions made by the Waterway and others do not result in negative cumulative environmental impacts.

A.6.4 Develop guidelines on the limits of acceptable intensification of use of lands, open water and near shore areas that are administered by the Waterway.

A.6.5 Enhance capability to detect and report any deleterious change in the Waterway environment.

A.6.6 Implement the Canadian Environmental Assessment Act as it applies to Waterway lands and projects. *(See Additional Reference No. III)*

WHAT	
	Parks Canada WILL DO
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TSW POLICY:

A.7 Water levels and flows within the Trent and Severn watersheds are effectively managed in a manner that recognizes the diverse and sometimes conflicting needs of users while minimizing adverse environmental effects.

ACTIONS:

A.7.1 Manage the Haliburton Reservoir Lake System to fulfill its present role as a reservoir in order to maintain the required navigation levels and flows within the Trent watershed portion of the Waterway while attempting to minimize adverse drawdowns. *(See Additional Reference No. I)*

●

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision

 **Federal**
 **Provincial**
 **Private Sector**


Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent - Severn Waterway
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Lead or Shared Lead Role
 Secondary Role
 Supportive Role

A PROTECTION AND PRESENTATION


Protection of Natural Resources
 Policy A.7 (continued)

		WHAT
		 Parks Canada WILL DO
A.7.2	Manage the water levels in Lakes Simcoe and Couchiching using the rule curve system to ensure sufficient water for navigation and provide flood protection benefits.	●
A.7.3	Manage the water levels in all other areas of the Waterway including the Kawartha Lakes in order to maintain the required navigation levels and flows.	●
A.7.4	Update and expand historical water management information within the computer database for clear, effective analysis and forecasting.	●
A.7.5	Continue to make water-level records available to the public.	●
A.7.6	Provide regular public information bulletins, including short- and long-term outlook on water levels and flows, with emphasis on accuracy and clarity of information.	●
A.7.7	Where necessary, modify water control dams, to ensure operator safety and to contribute to balanced water management.	●
A.7.8	Manage water levels and flows to provide for safe through-navigation on the Waterway.	●
A.7.9	Co-operate with stakeholders to periodically review implications of seasonal water levels and flows.	●
A.7.10	Ensure that any proposals to change current water management practices include consultation with the public and appropriate stakeholders, and demonstrate positive watershed-wide benefits before being considered and accepted for review.	●

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision



Federal																	Provincial					Private Sector				
Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway									
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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role

A PROTECTION AND PRESENTATION

Protection of Natural Resources –
Policy A.7 (continued)

WHAT  Parks Canada WILL DO

A.7.11 In any review of the implications of water management changes, over the longer term, take into account the entire watershed environment, including Haliburton Lakes, Severn Sound and the Bay of Quinte, with respect to water quality, existing operating policy, lake and river ecosystems, and wetland management.	●
A.7.12 Co-operate with other agencies and stakeholders in the development of a flood forecasting system.	●
A.7.13 Provide a consistent approach to flood advisories and updates in co-operation with other agencies.	●

TSW POLICY:

A.8 **The potential effects of climatic change, and other major emerging issues are monitored in consultation with others to ensure sound up-to-date water and ecosystem management.**

ACTIONS:

A.8.1 Co-operate with other agencies in the review and study of the implications of climatic change on the existing water supply in the Trent-Severn watersheds.	●
A.8.2 Improve speed and accuracy of data collection, remote sensing, forecasting of weather events, and other areas of data management, through the use of new technologies.	●
A.8.3 Co-operate with other agencies and stakeholders in developing partnerships for collecting and sharing data.	●

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision

		Federal		Provincial							Private Sector						
Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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Lead or Shared Lead Role
 Secondary Role
 Supportive Role


A PROTECTION AND PRESENTATION

Heritage Presentation

TSW POLICY:

A.9 Messages, themes and stories concerning heritage stewardship and the cultural and natural resources of the Waterway are presented to help people understand the Waterway, appreciate its value, use it responsibly and become involved in its commemoration.

ACTIONS:

		WHAT  Parks Canada WILL DO
A.9.1	Use non-personal media such as computers, video technology, exhibits and publications as the main element of the interpretive and information program.	●
A.9.2	Increase people's understanding of water management through the use of user-friendly training aids, portable exhibits and other media.	●
A.9.3	Provide basic reception, orientation and interpretation at every lockstation, emphasizing interpretive themes at major attractions, sightseeing and entrance stations.	●
A.9.4	Design interpretive displays at major attraction stations with group tours in mind and with some indoor or sheltered space available.	●
A.9.5	Interpret historical themes at historic lockstations, using on-site resources as the basis for presentation of the <i>Messages Related to National Significance</i> , and the <i>Messages Related to Other Heritage Values</i> , of the Waterway.	●
A.9.6	Ensure that area schools and teachers are aware of the opportunities to use the Waterway as a learning resource and encourage them to use it as an extension of the classroom.	●
A.9.7	Assess the feasibility and effectiveness of a variety of approaches to delivery of education programs in cooperation with heritage agencies and organizations (both government and non-government) and school boards within the local community.	●
A.9.8	Design exhibits, publications and audio-visual presentations, keeping in mind the needs of those with physical and intellectual disabilities, providing alternative forms of presentation for those who need them.	●
A.9.9	Encourage the print and broadcast media to convey cultural and natural heritage messages, and showcase Trent-Severn Waterway programs and activities by preparing media releases and background material.	●
A.9.10	Continue to research, design and produce Waterway theme-related publications for sale to visitors in co-operation with the Friends of the Trent-Severn Waterway.	●

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision

		Federal		Provincial						Municipalities		Private Sector					
		Environment Canada	Fisheries and Oceans Canada	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture, and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway	
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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role

A PROTECTION AND PRESENTATION

Heritage Presentation **(continued)**

TSW POLICY:

A.10 The tradition of providing through-navigation as an integral part of the presentation of the historic canal is continued.


ACTIONS:

A.10.1 Continue the practice of traditional navigation-related activities such as locking boats through and maintaining and operating locks, dams, bridges and other related equipment.

A.10.2 Maintain navigation aids along the main and secondary navigation channels in accordance with Canadian Coast Guard standards.

A.10.3 Work with proponents of new marked channels to ensure that markings meet Regulations administered by Canadian Coast Guard. Proponents must bear the costs of installation and ongoing maintenance of these channels. (No new channels are being proposed by the Trent-Severn Waterway.)

A.10.4 Control weed growth where necessary, possible and environmentally acceptable, only in the main and secondary navigation channels.

WHAT	
 Parks Canada WILL DO	
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TSW POLICY:

A.11 Opportunities for appropriate visitor activities that will enable people to experience, enjoy and appreciate the value of the Waterway, will be provided.

ACTIONS:

A.11.1 Provide visitors with a distinctive range of opportunities to understand, use and enjoy the unique heritage resources of the Waterway.








A.11.2 Tailor visitor programs, services and facilities to meet the needs of specific primary visitor groups at each of the following types of lockstations: boat transfer, secluded, historic, recreation, sightseeing, entrance and major attraction. Primary groups, identified because of their compatibility with the Waterway Vision, are: overnight/extended trip boaters, day boaters, lock operation/boat watchers, school groups and organized tour groups.

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Proposed Levels of Responsibility:

SHARED RESPONSIBILITY


What Others Can Do to Achieve the Vision

		Federal		Provincial							Private Sector						
																	
Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent - Severn Waterway
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Lead or Shared Lead Role
 Secondary Role
 Supportive Role

A PROTECTION AND PRESENTATION
 Heritage Presentation – Policy A.11 (continued)

WHAT	
 Parks Canada WILL DO	
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ACTIONS:

A.11.3 Welcome visitor groups such as recreationists, anglers, group picnickers and people attending special events who are able to enjoy existing services and facilities.

A.11.4 Work with people who have disabilities and the groups that assist them to design facilities and deliver services so that those with disabilities are able to experience the Waterway as fully as possible. Continue the program of adapting existing facilities to improve accessibility.



Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision

		Federal		Provincial							Private Sector								
		Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent - Severn Waterway
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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role

B SUSTAINABLE HERITAGE TOURISM

TSW POLICY:

B.1 The Waterway is marketed as a significant heritage tourism destination for national and international visitors.

ACTIONS:

		WHAT  Parks Canada WILL DO
B.1.1	Continue to strengthen ties with federal and provincial tourism agencies, regional travel associations, and local Chambers of Commerce to ensure that the Waterway as a whole is represented to the public in ways that are consistent with the Waterway vision.	●
B.1.2	Co-operate with government and non-government stakeholders in the development of a comprehensive community-based tourism strategy that is compatible with the long-term sustainable use of the Waterway.	●
B.1.3	Explore and raise the awareness of ways in which the tourism sector and visitors may contribute directly to protect and conserve the heritage resources from which they benefit.	●
B.1.4	Review existing tourism developments on or adjacent to Waterway lands when opportunities such as renewal of licences or leases are available to ensure the conservation of heritage resources and enjoyable Waterway visitor experiences.	●
B.1.5	Market the Waterway as part of an international network of Canadian and U.S. navigation corridors.	●

TSW POLICY:

B.2 Heritage resources are managed to encourage safe responsible use by visitors and staff.

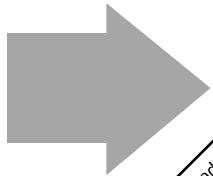
ACTIONS:

B.2.1	Prepare and implement a Waterway Safety Plan to identify risks, appropriate mitigating measures (e.g., education, physical and regulatory controls) and contingency services for canal lands, waters and structures.	●
B.2.2	Consider staff safety concurrently with public safety since most facilities and equipment must serve both groups.	●
B.2.3	Provide measures of safety in ways that do not detract from the heritage setting and visitor experience.	●

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision




		Federal		Provincial							Private Sector								
		Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role

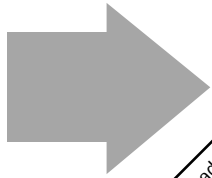
B SUSTAINABLE HERITAGE TOURISM
Policy B.2 (continued)

		WHAT
		 Parks Canada WILL DO
B.2.4	Encourage visitation and use of the Waterway during non-peak periods and at lockstations that have the capability to absorb increased visitation.	●
B.2.5	Determine, through ongoing studies and public consultation, the levels and types of water recreation and uses of Waterway lands that are consistent with protecting the environment and ensuring a pleasant boating experience, and classify into one of three groups: those to be encouraged and provided for, those to be allowed but not encouraged or those to be discouraged or prohibited.	●
B.2.6	Monitor activities permitted by the Waterway and ensure that these activities are complying with the approvals granted.	●
B.2.7	Co-operate with provincial ministries by assisting, as requested, with inspection of vessels locking through the Waterway in order to enforce regulations regarding pollution control equipment.	●
B.2.8	Encourage the implementation of volunteer programs intended to increase the safety and security of the public and reduce environmental infractions on Waterway lands and waters.	●
B.2.9	Support, in principle, efforts to implement a vessel registration/license system with the objective of assisting law enforcement agencies in tracking the location and ownership of boats.	●

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision



		Federal		Provincial						Private Sector									
		Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role

B SUSTAINABLE HERITAGE TOURISM
(continued)

TSW POLICY:

B.3 Protection and enhancement of heritage values of the region surrounding and adjacent to the Waterway is encouraged to strengthen future economic development and tourism opportunities.

ACTIONS:

B.3.1	Encourage the rehabilitation and development of appropriately designed public and private facilities, such as museums, information centres, and rest stops.	●
B.3.2	Encourage individual landowners and municipalities to consider adapting historic buildings, if not already preserved, for modern industrial, commercial, retail, cultural and residential uses, subject to appropriate provincial and municipal guidelines.	●

WHAT  Parks Canada WILL DO
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●

TSW POLICY:

B.4 A wide range of facilities, services and programs that support the achievement of the Vision are available in the Waterway corridor.

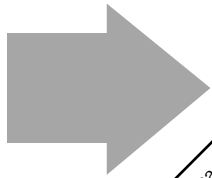
ACTIONS:

B.4.1	Work closely with the Friends of the Trent-Severn Waterway (FTSW) to ensure that their significant contribution to the Waterway continues in areas such as fund raising, employment programs, promotion, awareness, special events, education, stewardship, book publishing, workshops, and services to visitors at FTSW information and sales outlets.	●
B.4.2	Co-operate with corridor provincial parks, conservation authorities and museums to explore opportunities for cross promotion, sharing expertise, reducing duplication of services, clarifying lead roles, strengthening common programs and improving service to the public.	●
B.4.3	Maintain basic service for boaters at Waterway locks, including overnight mooring, access for canoes/kayaks, places for tenting, public washrooms and picnic tables.	●
B.4.4	Encourage, subject to the limits of boating capacity, boat businesses that provide access to the Waterway to those without their own boat.	●
B.4.5	Encourage others to develop public and private sector museums and visitor centres that contribute to the presentation of the Waterway corridor.	●

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision




Federal		Provincial						Private Sector									
Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role

B SUSTAINABLE HERITAGE TOURISM
Policy B.4 (continued)

WHAT  Parks Canada WILL DO	
B.4.6	●
B.4.7	●
B.4.8	●
B.4.9	●

- B.4.6 Continue to encourage the private sector to provide appropriate marina, accommodation and food services for Waterway visitors, and encourage them to develop additional facilities in areas where there are shortfalls.
- B.4.7 Establish historic canal business strategies and guidelines to ensure appropriate use of the Waterway as a basis for entrepreneurial opportunities.
- B.4.8 Encourage public and private sector partners, including lessees, to provide accessible facilities, and provide barrier-free design guidelines to assist them.
- B.4.9 Establish historic canal guidelines governing special events (including fund raising) that may be permitted on the Waterway.

TSW POLICY:

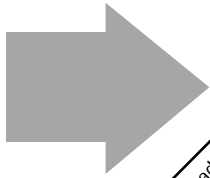
B.5 Excellent service is provided to the public.

ACTIONS:

B.5.1	Receive visitors in a pleasant and friendly manner and provide information that is clear, accurate and timely.	●
B.5.2	Serve visitors in both official languages, in person at selected Waterway entrance and major attraction stations and by telephone at other locations. Continue to produce all exhibits and printed materials in both official languages.	●
B.5.3	Train staff to better assist those with disabilities.	●
B.5.4	Provide a mechanism for visitor comments and complaints and deal with concerns in a timely and effective manner.	●
B.5.5	Assist organizations and individuals seeking specific information on subjects in which Waterway staff have expertise.	●

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision




Federal		Provincial						Private Sector									
Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role

B SUSTAINABLE HERITAGE TOURISM
Policy B.4 (continued)

		WHAT  Parks Canada WILL DO
B.4.6	Continue to encourage the private sector to provide appropriate marina, accommodation and food services for Waterway visitors, and encourage them to develop additional facilities in areas where there are shortfalls.	●
B.4.7	Establish historic canal business strategies and guidelines to ensure appropriate use of the Waterway as a basis for entrepreneurial opportunities.	●
B.4.8	Encourage public and private sector partners, including lessees, to provide accessible facilities, and provide barrier-free design guidelines to assist them.	●
B.4.9	Establish historic canal guidelines governing special events (including fund raising) that may be permitted on the Waterway.	●

TSW POLICY:

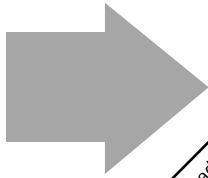
B.5 Excellent service is provided to the public.

ACTIONS:

B.5.1	Receive visitors in a pleasant and friendly manner and provide information that is clear, accurate and timely.	●
B.5.2	Serve visitors in both official languages, in person at selected Waterway entrance and major attraction stations and by telephone at other locations. Continue to produce all exhibits and printed materials in both official languages.	●
B.5.3	Train staff to better assist those with disabilities.	●
B.5.4	Provide a mechanism for visitor comments and complaints and deal with concerns in a timely and effective manner.	●
B.5.5	Assist organizations and individuals seeking specific information on subjects in which Waterway staff have expertise.	●

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision



Federal		Provincial							Private Sector								
Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role

C LEADERSHIP AND COLLABORATION
 Management of Waterway Lands – Policy C.1 (continued)

WHAT  Parks Canada WILL DO
●

C.1.10 Develop design guidelines for new or replacement buildings required at lockstations, bridges or dam sites to ensure that they respect the heritage character of the Waterway.

TSW POLICY:

C.2 Current federal and provincial environmental and safety standards govern personal use of the Waterway lands.

ACTIONS:

C.2.1 Manage the use and impact of major operators, rental vessels and tours boats on Waterway operations and on other boaters, through operating agreements.	●
C.2.2 Manage the personal use of Waterway lands, through operating agreements.	●
C.2.3 Prepare appropriate management guidelines, in consultation with First Nations and others, regarding the harvesting of wild rice and furbearers from Waterway lands and waters.	●
C.2.4 Permit additional crossings of the Waterway by transmission lines, bridges and pipelines, provided that they are designed, located and constructed in a manner that minimizes the physical and visual impact on the natural, cultural and scenic values of the Waterway, and where no feasible alternatives are possible.	●
C.2.5 Ensure that applicants for permits to retrofit or renovate heritage structures on Waterway lands make every effort to preserve the historic fabric and integrity of buildings.	●

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision

Federal		Provincial						Private Sector									
Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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Lead or Shared Lead Role
 Secondary Role
 Supportive Role


C LEADERSHIP AND COLLABORATION

Management of Waterway Lands

TSW POLICY:

C.3 Shared management for the use and operation of the Waterway is encouraged with appropriate agencies, stakeholders and other parties.

ACTIONS:

		WHAT  Parks Canada WILL DO
C.3.1	Establish partnerships, strategic alliances, joint planning groups and other co-operative arrangements that assist in the operation and management of the Waterway.	●
C.3.2	Encourage watershed-based planning through consultation and co-operative actions by federal agencies, First Nations, provincial and municipal agencies, and appropriate stakeholders so as to integrate programs, avoid overlap and duplication, and provide a comprehensive approach to land- and water-use planning and management.	●
C.3.3	Explore with all stakeholders, ways of acknowledging the values of the Waterway to achieve provincial, national and international recognition.	●
C.3.4	Encourage the exchange of information and the undertaking of joint resource protection projects with First Nations.	●
C.3.5	Develop programs which recognize examples of land stewardship, cooperative actions and other special efforts that support the Waterway Vision and encourage other stakeholders to develop similar appreciation programs.	●
C.3.6	Continue to encourage on-going public involvement in achieving the Waterway Vision.	●
C.3.7	Undertake scientific, cultural, tourism, capacity and planning studies, and provide services that cannot be accomplished individually, in co-operation with other agencies, universities, colleges and interest groups	○
C.3.8	Communicate regularly with interest groups and industry associations on matters of mutual interest and concern.	●
C.3.9	Provide a periodic report on the state of the Waterway based on business and workplan objectives.	●

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision

		Federal		Provincial							Private Sector								
		Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role

C LEADERSHIP AND COLLABORATION

Management of Adjacent Shorelands

TSW POLICY:

C.4 Adjacent shoreland neighbours and the appropriate government agencies are encouraged to protect the natural and cultural resources on lands not administered by Parks Canada.

<p>WHAT</p>  <p>Parks Canada WILL DO</p>

ACTIONS:

Identification and Protection of Adjacent Cultural Landscape Features

C.4.1	Share information and work with provincial ministries, local heritage groups, academic institutions, landowners, developers and municipalities to identify the location of important cultural landscape features and assist in their protection.	<input checked="" type="radio"/>
C.4.2	Increase public awareness of the potential heritage value of publicly and privately owned buildings, structures and their settings adjacent to the Waterway.	<input checked="" type="radio"/>
C.4.3	Encourage the development of design guidelines for the maintenance, restoration, and construction of new or replacement buildings in heritage settings, to help landowners, developers and municipalities share in the protection of the heritage character of the Waterway.	<input checked="" type="radio"/>
C.4.4	Work with other public and private agencies to apply provincial and municipal legislation designed to protect heritage buildings, structures and their settings.	<input type="radio"/>
C.4.5	Encourage the work of other agencies (i.e. land trusts, conservancies, Conservation Authorities and similar groups) in the protection of rural landscapes, villages and hamlets, as well as other heritage structures that contribute to the heritage character of the Waterway.	<input type="radio"/>
C.4.6	Encourage the establishment of local committees designed to preserve heritage buildings, such as the Local Architectural Conservation Advisory Committees (LACACs) that currently exist in some communities.	<input type="radio"/>

General Development of Adjacent Shorelands

C.4.7	Site plan control should be encouraged for all shoreland development to help protect the natural shoreland vegetation as well as the natural, historic and scenic features.	<input checked="" type="radio"/>
C.4.8	Encourage new developments to be in sympathy with the character of heritage buildings within the vicinity of the proposed development along the Waterway.	<input type="radio"/>

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision

Federal		Provincial		Private Sector													
Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway

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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role

C LEADERSHIP AND COLLABORATION

Management of Adjacent Shorelands –
Policy C.4 (continued)



WHAT  Parks Canada WILL DO
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C.4.9 Encourage municipalities and developers to incorporate buffer zones or protected strips of Waterway shoreland, where native vegetation would be protected and where developments would be required to blend in with the surrounding natural landscape.

C.4.10 Encourage municipalities to require parkland dedications consisting of waterfront lands whenever possible in a manner that supports a comprehensive municipal open space strategy, as an alternative to cash in lieu for waterfront development proposals.

Consistency and Co-ordination of Development

C.4.11 Promote a more co-ordinated and consistent approach to environmentally sound shoreland planning among shoreland landowners, First Nations, municipalities, and the appropriate provincial ministries, and ensure that the cumulative effects of development are addressed.

C.4.12 Encourage developers to discuss their plans with government agencies and interest groups before submitting plans and requests for amendments, severances, etc. This procedure is intended to reduce conflict and ensure more environmentally sensitive development.

Development of Access to Waterway

C.4.13 Continue to permit appropriate public access opportunities to the Waterway through existing land holdings at lockstations.

C.4.14 Encourage the private sector to provide managed access to the water for boating and land-based activities in appropriate locations.

C.4.15 Work with the other agencies and the private sectors to provide an awareness of existing and new points of public access to the Waterway.

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision

		Federal		Provincial							Private Sector						
Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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Lead or Shared Lead Role
 Secondary Role
 Supportive Role

LEADERSHIP AND COLLABORATION

Management of Adjacent Shorelands – Policy C.4 (continued)

WHAT  Parks Canada WILL DO

Development of Greenways

C.4.16 Encourage the use of a combination of Waterway lands, provincial crown lands, established trails, abandoned rail lines, municipal lands, Conservation Authority lands and conservation easements in the establishment and development of protected public greenways.	●
C.4.17 Continue to co-operate with cities, towns and villages in providing public waterfront trails on lakes, rivers and other shoreland areas.	●

Residential Development

C.4.18 Encourage plans of subdivision as the most appropriate means of traditional single lot, individually serviced residential development. They should be designed and implemented to have the least impact on the environment, especially natural shorelands, wetlands and wildlife habitats.	●
C.4.19 Review consent applications with respect to their potential impact on the Waterway’s historic and natural environment, scenic value and recreational use. Consents will be opposed if the cumulative environmental impacts cannot be adequately mitigated.	●
C.4.20 Where appropriate, request a subdivision agreement or other applicable mechanism to ensure mitigation of adverse impacts and to ensure development is in harmony with the surrounding heritage character and uses of the Waterway.	●
C.4.21 Encourage landowners and municipalities to preserve natural shorelands and open space through creative alternatives to the traditional ribbon shoreland development.	●

Commercial Development

C.4.22 Control the establishment of marinas or multi-user dockings by encouraging municipalities to establish specific “marina” designations in municipal official plans and zoning by-laws and through Trent-Severn Waterway administrative processes. Such designation and zoning should address environmental and boating impacts, appearance, and other ancillary and upland activities that affect the waterfront.	●
C.4.23 Work with municipalities to ensure that commercial developments blend in with surrounding landscapes and are strategically placed to address public needs.	●

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision

Federal



Provincial



Private Sector


Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role

LEADERSHIP AND COLLABORATION

Management of Adjacent Shorelands – Policy C.4 (continued)

<p>WHAT</p>  <p>Parks Canada WILL DO</p>

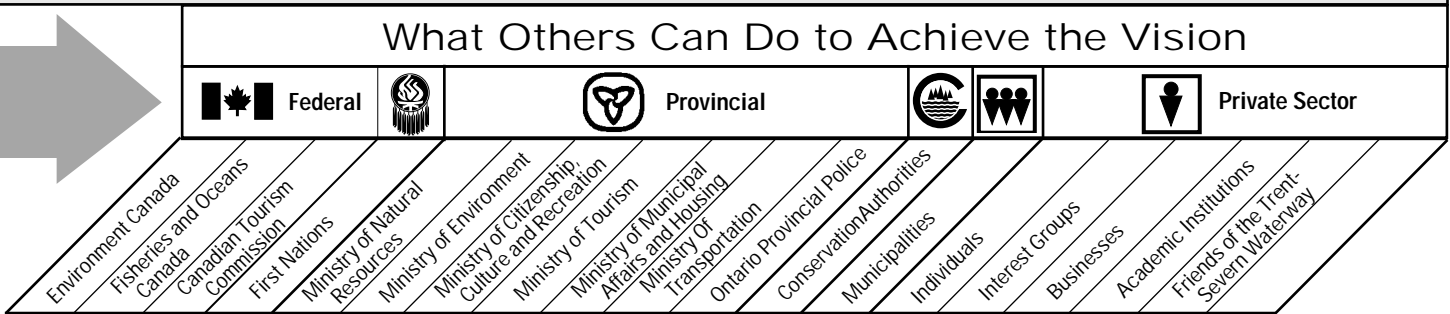
Municipal Official Plans and Zoning By-laws

<p>C.4.24 Co-operate with municipalities to ensure that they recognize and include the principles embodied in the Trent-Severn Waterway Management Plan in their official plans, zoning by-laws and subsequent amendments.</p>	●
<p>C.4.25 Co-operate with municipalities to ensure that official plans and zoning by-laws recognize Parks Canada’s jurisdiction over all activities on the bed of the Waterway up to the controlled water elevations and on Waterway lands, and that they recognize Parks Canada’s role as a review agency for planning and land development activities adjacent to Waterway lands and waters.</p>	●
<p>C.4.26 Co-operate with municipalities and others to identify zone of influence lands along the entire Trent-Severn Waterway shoreline as a separate land-use category or as an overlay on the existing designation. Supporting policies should recognize the sensitive historic, natural, scenic and recreational character of the Waterway.</p>	●
<p>C.4.27 Co-operate with municipalities to ensure that (where physical site conditions dictate) lot sizes, setbacks and buffer zones are increased so that development does not adversely affect water quality and the heritage character of the Waterway.</p>	●
<p>C.4.28 Co-operate with municipalities to identify wetlands and similar environmentally sensitive areas in official plans and to develop municipal policies to protect the ecological integrity of these areas.</p>	●
<p>C.4.29 Request that municipalities, in their official plans, identify shorelands possessing outstanding cultural, natural, or scenic values and assign appropriate land-use designations. Parks Canada will work with the provincial ministries, municipalities, local heritage groups and adjacent landowners to identify the extent of heritage areas and the specific values to be protected.</p>	●
<p>C.4.30 Work with municipalities to discourage, in their official plans, large-scale developments adjacent to lockstations that may have substantial impact on the historic and scenic character of the area.</p>	●

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision



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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role

LEADERSHIP AND COLLABORATION

Management of Adjacent Shorelands – Policy C.4 (continued)

WHAT  Parks Canada WILL DO

Shoreline Structures and Alterations

C.4.31 Ensure that shoreline structures (those in the water and that connect to the shoreland) are located where there are no boating conflicts, and where appropriate review has determined that the impact is acceptable.	●
C.4.32 When opportunities arise, require landowners to remove environmentally harmful shoreline structures and materials (those in the water and that connect to the shoreland) or to replace them with those that are less harmful to the environment.	●
C.4.33 Work with municipalities and landowners adjacent to the Waterway to ensure that the health of the natural environment, the safety of the public, and the visual quality of the shoreline are fully considered when reviewing applications for shoreline construction or alteration. The Waterway will prepare detailed guidelines for all shoreline construction activities	●

Boat Carrying Capacity

C.4.34 Encourage municipalities to refer to, in official plans, the basic provisions of Parks Canada’s guidelines on boating capacity and shoreline development, as follows: – Further in-water works within 100 m of narrow channels are prohibited. – In-water works between 100 m and 500 m of narrow channels will be constrained to low-density development with adequate frontages. – Approval of applications within 500 m of narrow channels will be subject to on-site examination to ensure that there will be no unacceptable conflicts with existing boating patterns.	●
C.4.35 Encourage municipalities to show, in official plans, the key areas where development is restricted because studies have shown that boating capacity has been reached.	●
C.4.36 Work with provincial agencies and municipalities in carrying out and reviewing studies to determine the areas that have reached or exceeded boating capacity on the Waterway. Results of this program will be made available to provincial ministries, local municipalities and interested members of the public to assist in decision making related to shorelands.	●
C.4.37 Ensure that Waterway policies and concerns regarding boat congestion in areas such as narrow channels, blind turns, busy areas, and small water bodies are fully considered before making any decisions for in-water works or proposals that will increase boating activity.	●
C.4.38 In co-operation with appropriate agencies and stakeholders, explore means of managing boat types and levels of use on the Waterway.	●

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision



Federal



Provincial



Private Sector

Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment and Energy	Ministry of Citizenship, Culture and Recreation	Ministry of Economic Dev., Trade and Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transport	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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Lead or Shared Lead Role
 Secondary Role
 Supportive Role


D FINANCIAL VIABILITY
Funding the Vision

TSW POLICY:

D.1 Waterway business practices ensure efficient delivery of services and increased economic prosperity from the management of lands, investments and the operation of the Waterway.

ACTIONS:

D.1.1	Continually assess opportunities to reduce costs and to increase efficiencies of Waterway operations, using technology where appropriate.	●
D.1.2	Develop a revenue management plan that expands upon present sources of revenue and explores new sources of potential revenue, while maintaining the principles of Parks Canada regarding commemorative integrity and protection of natural resources.	●
D.1.3	Develop and encourage marketing initiatives, business opportunities and management practices in co-operation with stakeholders along the Waterway, that create new markets, expand existing ones and provide mutual benefit as well as net revenue generation for the Waterway.	●
D.1.4	Assess cost-sharing, co-funding and sponsorship options, opportunities and costs for heritage preservation programmes, in concert with various federal and provincial heritage bodies and school boards in the local area.	●

WHAT	
	
Parks Canada WILL DO	

TSW POLICY:

D.2 Users and others who enjoy private benefit, pay their fair share of the cost of operating the Waterway.

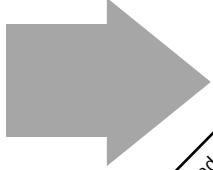
ACTIONS:

D.2.1	Review all fees, rents and pricing structures periodically to ensure that they properly reflect fair value for private benefit.	●
D.2.2	Ensure users of Waterway lands, properties and facilities, pay fair market value rental for this private benefit.	●
D.2.3	Provide lockage and mooring services to all boats including tour and rental boats and other commercial ventures on user-pay basis.	●

Proposed Levels of Responsibility:

SHARED RESPONSIBILITY

What Others Can Do to Achieve the Vision



Federal		Provincial							Private Sector								
Environment Canada	Fisheries and Oceans Canada	Canadian Tourism Commission	First Nations	Ministry of Natural Resources	Ministry of Environment	Ministry of Citizenship, Culture and Recreation	Ministry of Tourism	Ministry of Municipal Affairs and Housing	Ministry of Transportation	Ontario Provincial Police	Conservation Authorities	Municipalities	Individuals	Interest Groups	Businesses	Academic Institutions	Friends of the Trent-Severn Waterway
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● Lead or Shared Lead Role ● Secondary Role ○ Supportive Role



MANAGEMENT PLAN

Figure 3:

Watershed Boundaries
including MNR Districts
and Conservation Authorities

Download file: [TSW Maps.pdf](#) to view this fold out map

MANAGEMENT PLAN

Figure 4:

First Nations, Counties and Urban Areas

Download file: [TSW Maps.pdf](#) to view this fold out map

MANAGEMENT PLAN

Figure 5:

Public Lands and Trails

Download file: [TSW Maps.pdf](#) to view this fold out map

I. Background to the Trent-Severn Waterway

The Trent-Severn Waterway is an inland corridor of lakes and rivers that have been improved to permit continuous navigation from the Trent River, through rolling farmland near Lake Ontario, up through the chain of Kawartha Lakes, and north to the rugged coast and islands of Georgian Bay (see *Figure 1*). The Waterway consists of 4 major components:

1. a combined drainage basin of the Trent and Severn rivers covering approximately 18 600 square kilometres;
2. a 386-kilometre navigable system of lakes, rivers, and artificial channels linking Georgian Bay and the Bay of Quinte, including approximately 75 water control dams, 37 conventional locks, two pairs of flight locks, 2 marine railways, 15 swing bridges and 2 hydraulic lift locks;
3. a 44-kilometre secondary channel through Lindsay and Lake Scugog to Port Perry; and
4. a northern reservoir system in the Haliburton Highlands, including approximately 50 water control structures on the Gull, Burnt, Eels and Mississauga drainage systems.

In addition, the Waterway, at the time of writing, encompasses 7 counties, 13 cities, towns and villages, 30 townships and 3 regional level municipalities. An ongoing municipal restructuring process is changing these figures with the creation of new city and township boundaries throughout the watersheds. Active within the corridor are federal, provincial and municipal governments, 6 conservation authorities, 6 Indian Councils, numerous organizations, and thousands of landowners.

History of the Waterway

The history of the Trent-Severn Waterway and corridor is one of continuous change and

development. From the time the glaciers retreated from the region to the present, human beings have traversed, occupied, and improved this corridor.

Up until the arrival of the Europeans, the Trent-Severn Waterway witnessed a series of occupations by First Nations against a backdrop of changing natural environments. Because of its centralized location in southern Ontario and the rich natural resources of its surrounding area, the water route was used by First Nations as an avenue of transportation, communication and trade. At the time of the earliest direct contact of First Nations with Europeans, the Trent-Severn area had a mixed agricultural and hunting lifestyle. The importance of the Waterway as a territory and as a route for the fur trade continued until the mid-18th century.

As early as 1785, the British military considered the possibility of linking Lake Ontario and Lake Huron by the Trent and Severn rivers. Despite a number of surveys in the intervening years, no serious attempt was made to improve the Waterway until the mid- 1830s. By this time, the growing population in the Peterborough-Lindsay area had begun to demand improved transportation facilities to move their goods to market at centres on Lake Ontario. The lumbering industry also played an important role in the building of the Waterway, since local companies were highly dependent upon water supply and power. Locks were built at Peterborough, Lindsay, Bobcaygeon, Hastings and Glen Ross. However, in the late 1830s, other projected works were abandoned because of a lack of government funding.

As a result of continuing pressure from commercial enterprises and tourists, sporadic improvements were made in the Kawartha Lakes region during the remainder of the 19th century. Locks were built at Young's Point and Rosedale in the early 1870s and at Burleigh Falls, Buckhorn, and Fenelon Falls in the 1880s,

providing continuous inland navigation from Lakefield to Balsam Lake. Peterborough and Healey Falls on the Trent River were not connected to this internal system until 1904 (via the Otonabee River), and access to Lake Simcoe became possible only in 1907. The last stage in the construction of the Waterway was the opening of the Trent River to the Bay of Quinte in 1918 and of the Severn River to Georgian Bay in 1920. Within the completed Waterway were several engineering achievements: the completion of several long artificial channels, as well as the construction of two hydraulic lift locks and two marine railways. (Peterborough Lift Lock is the highest of its kind in the world.)

During the last half of the 19th century, the steamboat was the fastest and most efficient mode of transportation on the system. Steamboats were used for towing logs, shipping freight, and providing transportation for vacationers to cottages and lodges on the upper lakes. Ironically, by the time it was finished, the Waterway was no longer used as a commercial transportation route, since the railway had largely replaced the steamboat as a mode of transportation. The Waterway became largely used by cottagers and tourists.

Recreational use of the Waterway began in the 1830s and, by the 1870s, recreation had become an industry of considerable importance to the towns along the system. By the latter half of the century, resorts were flourishing on the Kawartha Lakes and cottaging was developing.

In 1929, the Historic Sites and Monuments Board of Canada declared “the Trent Canal, connecting Georgian Bay with Lake Ontario,” of “national importance.”

In 1933, the Board recommended that the Trent Valley Canal be commemorated for its improvement of the natural waterway connecting Lake Ontario with Georgian Bay. The operation of the Waterway was transferred to Parks Canada in 1972, in recognition of its recreational and historical attributes. In 1975, the Canada-Ontario-Rideau-Trent-Severn (CORTS) Agreement was signed to ensure co-operation between various

levels of government in the development of the recreation potential of the Waterway and in protecting its historical and natural resources.

Two Watershed Basins

The Trent River basin encompasses some 218 lakes in the Haliburton Highlands region, 37 of which are directly controlled by Waterway dams. Water from these lakes flows south along either the Gull River, Burnt River, Nogies Creek, Mississauga River, Eels Creek or Jack Creek systems into the Kawartha lakes. From there, the Kawarthas drain down the Otonabee River into Rice Lake and on to Trenton on Lake Ontario via the Trent River. Lake Scugog drains northward from the Oak Ridges Moraine to Sturgeon Lake. The Trent River basin drains more than 12 000 square kilometres of Central Ontario.

The neighbouring Severn River watershed drains an area just over 6 000 square kilometres. Included in this watershed are the Canal Lake-Talbot River System, the Holland River, the Lake Simcoe-Couchiching basin, the Black River region, and the lakes and channels of the Severn River below the hamlet of Washago.

Because of the differing topography of these watersheds, they react differently to seasonal climatic variations. The fertile farmland of the Trent River and Lake Simcoe areas retains and releases water gradually following precipitation or a spring thaw. The shallow soils of the Canadian Shield that characterize the Haliburton Highlands and the Black River region cannot absorb much water, resulting in an immediate runoff.

Haliburton Reservoir Lakes System. Many of the earliest dams in the Haliburton Highlands were built by the lumber companies to prolong the spring runoff so that they could move logs more easily to their sawmills. Subsequent to the British North America Act, Orders in Council in 1905 and 1906 enabled the federal government to acquire the necessary water rights, and construction of new dams and reconstruction of others followed. These engineering works retained meltwater in the lakes, providing water

for the maintenance of navigation levels and the generation of electricity. Summer water quality improved and spring flooding was reduced. Water was drawn throughout the season, beginning in the uppermost lakes and working down through the lakes as more water was needed.

With the growth of cottage development in the Haliburton Highlands, a different procedure for drawing water has evolved. Water is drawn from each of the lakes on an equal percentage basis, according to the storage range established for that lake (Equal Percentage of Drawdown Policy). For example, when a lake with a relatively large storage range of 3 metres is drawn down 50 percent, its level will drop 1.5 metres, while a lake with 1 metre of usable storage will be lowered by .5 metre. Although the equal percentage drawdown policy is not problem-free (due to differences in shoreline profiles), it is still the fairest approach to draw-down developed to date. Waterway staff endeavour to maintain the same percentage on all the lakes at any given time. Staff visit the dams several times each week to read water levels and make any necessary changes.

Year-round residents and cottagers in the Haliburton Highlands appreciate the high water quality, the peace and quiet of the lakes (some of which still have 60 percent crown-owned shoreland), the sensitive shoreland development (which can be held up as an example), the tendency toward smaller, quieter boats, and the easy access to nearby towns. There is still some concern among cottagers over water fluctuations, especially the drawdown necessary during years of drought. Ongoing discussions among various agencies and cottager associations have continued to develop ways to manage water levels for the mutual benefit of the Waterway and the reservoir lakes landowners, as well as for the environment. Some lake associations have negotiated drawdown guidelines among all landowners to their mutual benefit, while still adhering to parameters required by the Waterway. This kind of co-operation is encouraged by Waterway staff.

Over the past 20 years the Water Management Advisory Committee of Haliburton County Council has provided an effective forum through which the subject of water management in Haliburton can be discussed, new initiatives explored and the on-going education of all parties to each other's problems and needs.

The Severn Basin. In the Severn Basin River drainage basin, Lakes Simcoe and Couchiching are managed using a regulating curve that has been in effect since 1918. These are very large lakes, which react more slowly to climatic conditions and log changes at dams than do other parts of the system. The rule curve serves as a target or guide for water levels throughout the year. Shoreline residents, farmers in the Holland Marsh, public utilities and boaters each have differing needs that must be accommodated. Flows from these lakes must also be co-ordinated with flows on the Black River to reduce the threat of high water in the Severn River and Sparrow Lake.

Flood Reduction. In 1978 the Canada-Ontario Flood Damage Reduction Agreement was signed by the provincial and federal governments. The Agreement, developed to implement one of the major policies detailed in the CORTS Agreement, sets aside funding for floodplain mapping, flood reduction, and forecasting warning systems. The Agreement also ensures that neither government will finance or undertake any project that would contribute to flood damage.

The Trent-Severn Waterway works co-operatively with the Ontario Ministry of Natural Resources to protect fish spawning areas and other wildlife habitat and with conservation authorities to reduce flooding. Several conservation authorities operate dams on tributaries that empty into the system. Waterway staff also keep in daily contact with Ontario Hydro, other public utilities, and private interests that operate and maintain generating stations within the drainage basins.

Economic Value of the Trent-Severn Waterway

National Historic Sites, by their very nature, are irreplaceable. The Trent-Severn Waterway comprises over 734 physical assets, including locks, dams, weirs, wharves, bridges, buildings, utilities, grounds, and miscellaneous structures. Today's replacement cost of Waterway structures is estimated to be close to \$500 million, making it the most valuable Historic Site in Parks Canada and accounting for approximately 45 percent of Ontario Region's asset base and almost 10 percent of Parks Canada's entire asset base (from *Recapitalization Management Process, Phase I, 1991*).

The Trent-Severn Waterway is a multi-million dollar facility in Ontario. A study in 1992 summarized its economic importance by showing that \$24.5 million of Ontario's Gross Domestic Product (GDP) is associated with direct annual expenditures made by Waterway visitors and Parks Canada in its operation of the historic canal.

This statistic is all the more significant because it includes expenditures only by visitors directly counted by Parks Canada at lockstation access points to the Waterway. Not included are expenditures by visitors to marinas, resorts and special events; by cottagers and owners of second homes on the system; and by visitors who access the water between lockstations. If data were available to factor these sources of revenue into the calculations, the figures would be significantly higher and the true contribution of the Waterway to the economy could be seen.

Social Value

While often difficult to measure, non-economic benefits must also be taken into account since they contribute significantly to the quality of life in Ontario. For the Trent-Severn Waterway, the most important of these non-economic benefits are those related to life-style, science, ecology, education, and culture. For example, recreational participation may take the form of active and direct use of the watersheds, natural areas and Waterway facilities or of passive enjoyment from simply living in the area. Scientifically, the protection of the Waterway's natural areas provides natural laboratories from which information on ecosystem function and response to change can be derived. Ecological processes maintained through the protection of the flora and fauna around the waterways provide key environmental benefits such as the production of oxygen, the absorption and breakdown of pollutants, and the maintenance of local water quality. Educational benefits include an increase in understanding and appreciation, through interpretative programs, of the heritage value of the Waterway. As for cultural benefits, the presence of the Waterway provides a sense of community and identity to those living next to it. The social value of the Waterway will, with the responsible stewardship of all who have an influence on it, continue to appreciate as a regional and a national asset.



II. The Trent-Severn Waterway Statement of Commemorative Integrity

A. Purpose and Definition of Commemorative Integrity

A statement of commemorative integrity has three key purposes:

- to focus attention on what is nationally significant about a site and thus assist in the decision-making process,
- to provide guidance on the values of all the site's cultural resources and on the critical messages related to the site's designation, and
- to provide a measuring stick to determine how successfully a site is being managed.

"A national historic site possesses commemorative integrity when:

- the resources that symbolize and represent its importance are not impaired or under threat,
- the reasons for the site's national significance are effectively communicated to the public, and
- the site's heritage values are respected by all whose decisions or actions affect the site."

(Parks Canada Guiding Principles and Operating Policies, Pg. 71)

B. Historic place

The Trent-Severn Waterway [TSW] meanders nearly 400 kilometres across central Ontario to link Georgian Bay with the Bay of Quinte and hence to Lake Ontario. Through most of its length the navigation route of the Waterway consists of natural water courses connected through a series of engineering works including 36 conventional locks, 2 flight locks, 2 hydraulic lift locks and a marine railway. In addition there are numerous canal cuts, entrance piers and embankments along with 125 dams of various sizes and types.

Initial surveys and early construction efforts began at Bobcaygeon and on the Trent River section in the mid-1830's but the history of the Waterway's construction was sporadic and localized throughout the remainder of the 19th century. Marked by financial problems and political squabbling along with determined and innovative engineering achievements, it was not until 1920 that the system was completed for through navigation. But human activity along the Trent-Severn region predated canal construction by several thousand years. Extensive archaeological evidence indicates aboriginal peoples as early as the Laurentian Archaic period travelled the lakes and rivers of the area testifying to its importance as a transportation corridor long before canalization.

While the Trent-Severn is an extensive transportation network in its own right, it is also part of a larger national canal system in Canada which had its origins in the canal-building era of the 1820's and 30's. Furthermore, the Trent-Severn is witness to the long-held vision of a commercial/military canal across central Ontario intended to avoid the much longer route through the southern Great Lakes system. Today the Waterway and its associated landscapes convey the vital role played by inland water transportation in resource extraction, commercial development, settlement, agriculture and recreation in Ontario's history from pre-Confederation times to the present.

C. Commemorative Intent Statement

Commemorative Intent specifies the reasons for a Waterway's national significance as contained in the Ministerially-approved recommendations of the Historic Sites and Monuments Board of Canada.

The Historic Sites and Monuments Board of Canada considered the national significance of the TSW several times between 1925 and 1988. The Board noted that this canalized waterway connecting Georgian Bay with Lake Ontario was of national historic significance because it was part of Canada's national canal system. Specific resources designated of national historic significance include the engineering achievement of the Peterborough Lift Lock plus those unmodified engineering structures dating from the original construction period 1900-1907 along the Lake Simcoe-Balsam Lake section of the Waterway.*

**NOTE: The Canal Lake Arch Bridge was identified as nationally significant by the Board but this structure is not under Parks Canada jurisdiction. The Board did not consider the Murray Canal as being of national historic significance.*

D. Commemorative Integrity

1.0 Historic value

The Historic Sites and Monuments Board identified the Waterway as being of national significance because it was part of Canada's national canal system. As such, the Waterway has associative value as a component of the country's inland water transportation system. Furthermore, the Board specified that Canal features along the Simcoe-Balsam Section dating from the construction era of 1900 to 1907 were of national significance. The historic value of the Simcoe- Balsam Section derives from the assemblage of physical elements surviving from the 1900-1907 period. Finally, the Board identified the engineering achievement of the Peterborough Lift Lock as being of national significance. These resources are directly related to the designation of this national historic canal and are therefore given the highest value, Level I, according to the Cultural Resources Management Policy (CRM) evaluation guidelines.

1.1 The Peterborough Lift Lock is valued for its:

- surviving physical attributes and the fact that it was, and remains, an engineering achievement of national and international renown. When completed in 1904, it was the highest hydraulic lift lock ever built, with a vertical lift of nearly 20 metres (65') and was reputed to be the largest concrete structure in the world.
- engineering features, which include the immediate upper and lower canal cuts and the embankments which are integral components of the lock design and operation.

These surviving resources will be unimpaired or not under threat when:

the Peterborough Lift Lock is preserved* along with the immediate upper and lower canal cuts and the embankments and is maintained in an operational condition as the best means to ensure the structure's long term preservation*, including:

- maintaining the hydraulic mode of operation;
- maintaining the original steel work in the chambers;
- preserving the structure's architectural detail such as the cornices, coping, the original operator's cabin, the chambers and original railings;
- conducting on-going monitoring and conservation maintenance to mitigate wear and deterioration of the lift lock without altering its performance, integrity or appearance; and
- reviewing the appropriateness of proposed interventions to the lift lock or its immediate setting according to the principles of the CRM Policy.

**NOTE: In this statement the term preservation encompasses conservation activities that consolidate and maintain the existing form, material and integrity of a resource (CRM Policy, 3.4.3).*

1.2 The Lake Simcoe-Balsam Lake section of the Waterway is valued for:

- the high number of surviving unmodified structures dating from the construction period 1900 to 1907 and because most of the lockstations in this section retain their integrity from the early 20th century period. In no other sector of the Waterway is there such a collection of unmodified canal works and lockstation landscapes;
- the specific resources in the Simcoe-Balsam section which include: original locks, lockgate and valve operating mechanisms, dams, canal cuts, embankments, spoils, entrance piers, guardgates, culverts, bridges, bridge abutment remnants, associated machinery and lockstation landscape features surviving from the construction era.

NOTE: These Level I resources are detailed in the TSW Cultural Resource Inventory.

These surviving resources will be unimpaired or not under threat when:

the structural features and lockstation landscapes along the Simcoe-Balsam section of the Waterway that have survived from the 1900-1907 construction era are *preserved* and through-navigation along this section of the Waterway is maintained as the best means to ensure the long term preservation of the extant engineering works, including:

- maintaining the current manual mode of operation of all locks, dams, guardgates and bridges;
- preserving any visual evidence of previous modes of operation;
- preserving the form and massing of the structures if repairs are necessary and replacing material in kind;
- preserving the design details of locks, dams and bridges;
- retaining the evidence of canal construction activities;
- preserving the integrity of the lockstation landscapes by retaining current landscape features and patterns and discouraging the introduction of modern visual intrusions; and

- encouraging and supporting the preservation of the open, rural landscapes that mark the viewscapes between the lock stations and along the canal channel that are noteworthy because such landscapes enhance the historic character of this section of the Waterway.

1.3 The original survey maps, documents, correspondence, designs, engineering drawings, photographic plates, patterns, moulds, machine templates and other historic objects related to the design and construction of the Peterborough Lift Lock and/or the Simcoe-Balsam section of the Waterway are valued for:

- their direct association with the design, construction and operation of a nationally significant resource; and
- their direct association with R.B. Rogers, the superintending engineer for the Peterborough Lift Lock construction project and Trent Canal Superintendent; Corry and Laverdure Construction, the firm that excavated the site and built the concrete towers and walls of the lock and; Dominion Bridge of Montreal, the firm contracted to do the metal work including the rams, presses and large caissons which comprise the workings of the lock.

These surviving resources will be unimpaired or not under threat when:

all original historic objects as listed above are conserved including:

- conducting an inventory and evaluation of the Waterway's original surveys, engineering drawings, records and historic objects;
- copying Level I resources where duplicates are required for working purposes;
- restricting access to the Level I documents to help ensure their preservation;
- providing appropriate storage conditions for the Level I documents and historic objects;
- providing appropriate conservation measures to those documents and historic objects in need of such treatment.

2.0 Communicating the reasons for the Waterway's national significance.

The reasons for the national significance of the Waterway will be effectively communicated to the public when the following messages are presented:

- the place/vision of the Waterway in the national canal system for both military and commercial use beginning in the early 19th century—the canal era—and continuing into the 20th century with the completion of the final link between Georgian Bay and Lake Ontario;
- the nationally and internationally significant engineering achievement of the Peterborough lift lock—its design, construction and operation;
- the historic character of the Waterway as exemplified in the structural elements and cultural landscapes surviving along the Simcoe-Balsam section;
- the evolutionary development and construction of the Waterway with particular emphasis on changing construction and transportation technologies from 1833 to the present;

3.0 Other heritage values

In addition to those Level I cultural resources and their associated values that symbolize its national significance, the Trent-Severn Waterway possesses other values, both tangible and intangible, that contribute to its heritage character and heritage experience.

These heritage values derive from a number of sources including: engineering structures; buildings; cultural landscapes including natural features; archaeological sites, and historic objects.

Some of these resources are not under the jurisdiction of the Department of Canadian Heritage but require mention here because they contribute to the heritage values of the Waterway and therefore are worthy of respect.

"Respect for heritage values" refers to the application of the principles and practices of the Department's CRM Policy in decisions that affect or have a potential affect on those resources that form part of the heritage values of the Waterway including the Level II cultural resources.

NOTE: The hundreds of individual resources that contribute to the heritage value of the Trent-Severn Waterway are listed separately in the TSW Cultural Resource Inventory.

3.1 Value of the engineering structures and buildings:

A key defining element of the system, more significant than any of the individual structures, is *the working assemblage of locks, dams, canal cuts, bridges, etc.* that makes the Trent-Severn Waterway an operational system for through-navigation. This is integral to the transportation message as well as the construction and operational history of the Waterway.

While some of these structures have undergone major alterations and/or reconstruction to such an extent that they can no longer be considered cultural resources on their own, a considerable number were evaluated and determined to be *Level II cultural resources*. The heritage value of this latter group of engineering structures derives from the following criteria:

- their historic associations with Canada's national canal system, the evolutionary construction and operation of the Waterway and, aspects of local/community development;
- their design and/or functional qualities including the integrity of their original form, fabric and function of the structures and;
- their environmental qualities which included landmark status and the integrity of the historic character of the landscape;

3.1.1 Locks

Many of locks along the system were evaluated as Level II cultural resources which include:

- *all the locks in the Trent River section (Locks 1 through 18)* because they reveal the evolutionary character of lock operation and construction. While the gate opening mechanisms on the lower gates have been automated, the upper gates retain their traditional manual method of operation. In addition, the locks in the Trent River section retain much of their original fabric and massing, and the environmental setting has experienced relatively little change since the construction period,
- *Lock 19 at Scott's Mills* which is the only remaining one on the Waterway to retain cut stone masonry construction dating from 1843; the configuration of the dams and lock is also unique at this station. The lock operating mechanism at Scott's Mills dates from 1900.
- *Lock 22 at Nassau Mills and Lock 23 at Otonabee* are significant not only because they were among the earliest (1896) concrete marine engineering structures built in Canada, but they, along with their unique operating mechanisms and surrounding landscapes, have survived with minimal change since the time of construction.

3.1.2 Dams

The numerous dams of the TSW are linked not only to the themes of in-land water transportation and the evolutionary development of the system like many other engineering structures but to water management as well. *Forty-four of the 125 dams along the Waterway were designated as Level II cultural resources* based on their historic associations, the integrity of their surviving design and construction qualities and their environmental setting. Two examples of these dams include:

- *Dam 13 at Healey Falls* is noteworthy because of its impressive size and its unique curved-wall design;
- *the main dam at Swift Rapids* because of its unique size and submerged valve mechanism. This dam is the only one on the system that was designed for both navigation and hydro-electric generation.

3.1.3 Bridges

While not directly linked to Waterway operations, the historic bridges that cross the Trent-Severn Waterway exemplify the juxtaposition of transportation technologies and the evolution of bridge design, construction and use. *Nine bridges, comprised of both rail and road types, were evaluated as Level II cultural resources.* These designations were based on the significant surviving design elements of the structures — some being quite rare in Ontario — as well as their contextual surroundings. The bridge at Young's Point for example, is a pin-connected through-truss twin span and is the oldest bridge on the Waterway.

3.1.4 Buildings

Only a few heritage buildings under the jurisdiction of Parks Canada have survived along the Waterway. Six were evaluated as Level II cultural resources because of their surviving physical elements and their ties to the early operational history of the Waterway. Because of the scarcity of heritage buildings on the Waterway, it is important that every precaution be taken to ensure the survival of these remaining structures.

The heritage values of the engineering structures and buildings will be respected by all whose decisions or actions affect them when:

- the assemblage of engineering structures is maintained in an operational mode to permit through-navigation as the best means to preserve the most salient heritage values of the system;
- the identified heritage values — method of operations, fabric, massing, and profile — are safeguarded in any operational decisions affecting locks and dams;
- the appropriateness of proposed interventions to the structures are reviewed according to the principles of the CRM Policy;
- the present method of manual operation, along with the massing and architectural detail, are retained at Locks 19, 22 and 23;

- the visual evidence of previous modes of operation are preserved;
- the present method of operation along with structural details and evidence of past operational methods on all TSW bridges identified as cultural resources are preserved;
- the *FHBRO Code of Practice* is adhered to whenever an intervention to a heritage building is under consideration;
- on-going monitoring and conservation maintenance is carried out to mitigate wear and deterioration of engineering structures and buildings, without altering performance, integrity or appearance.

3.2 Value of cultural landscapes

Another component integral to the heritage values of the Waterway is the diverse collection of cultural landscapes. With their varied assemblage of natural and historic features the *thirteen cultural landscapes identified below were evaluated as Level II cultural resources* because they convey significant historic themes from the Waterway's past and contribute to the historic character of the Waterway corridor.

The discussion of the Waterway's cultural landscapes focuses primarily, but not exclusively, on the lockstations. Because of their surviving assemblage of extant and remnant engineering works, operational buildings, archaeological resources, circulation patterns, open spaces, and associated natural features, the identified sites are important cultural landscape nodes that provide a sense of history, continuity and cohesion along the Waterway.

In many instances, however, the character of these lockstations cannot be defined without reference to their broader contextual setting. The lockstations influence the character of their adjacent environment and in turn are influenced by their surroundings. These transboundary surroundings can be defined as those landscapes and landscape features that are viewed from the lockstation grounds or canal cuts.

3.2.1 Peterborough Lift Lock landscape

One lockstation landscape of note is the designed landscape on the west side of the channel below Lift Lock. This open, park-like landscape contoured onto the hillside dates from 1910 and was designed to complement and highlight the lift lock. Its historic value resides in its design elements and open vistas.

3.2.2 Cultural landscapes at Lock 22, Nassau Mills and Lock 23, Otonabee

The historic value of these stations lies in the assemblage of historic engineering structures and that, within the context of their landscape patterns, little has changed since the stations began operations in 1896. Both sites contain the archaeological remains of powerhouses from early 20th century hydro generation. Enhancing the historic character is the fact that the surrounding landscape features at these two stations remains relatively free from modern development.

3.2.3 Cultural landscape related to water power

Despite varying levels of modern overlay, several lockstations display a strong historic relationship to the communities in which they are located. The connection is based on the utilization of water power — hydro-electric generation and/or saw and grist milling operations related to the Waterway structures. This characteristic is most evident around *Lock 33 at Lindsay* where evidence of the town's original industrial sector survives along the channel. A variant on this theme is the cultural landscapes of *Big Chute and Swift Rapids*. At these two locations the landscape has a historic relationship with water transportation and hydro generation which led to the development of small communities in an isolated setting along the Severn River in the Canadian shield. The cultural landscape at Swift Rapids has historic value because of the contrast of the impressive engineering structures within a near wilderness environment with a minimum of modern intrusions. The landscape around the marine

railway station at Big Chute has experienced considerable change in recent times but the historic context of the site remains much in evidence including the main dam and the hydro station. The old and new marine railways are side-by-side on the site, along with several of the early operational buildings. In addition, there are structural remnants of dams and core walls from the first attempt to canalize the site plus archaeological remains from the early construction camps.

3.2.4 Cultural landscape related to recreation

Another linkage between the lockstations and their associated community evident on the landscape relates to recreation. This is particularly important in the Kawartha sector where the cultural landscapes at Young's Point and Lovesick retain their historic ties to summer resorts, cottages, steamboat excursions as well as hunting and fishing. While modern overlays have intervened on the landscape, many of these heritage associations with recreation remain evident today at these two stations and are strengthened by their secluded settings in the natural landscape of the Canadian Shield.

3.2.5 Cultural landscape related to natural features

The heritage value of several lockstation landscapes is derived from their secluded locations and relationship to natural features. *The Percy Reach, Meyers and Haigues Reach* area are characterized by the natural setting and where human presence is evident only through a pastoral landscape. The *Murray Marsh*, with its large osprey population, is a major landscape feature here. *The landscape adjacent to the Glen Ross station* is another area that conveys a sense of historic isolation from the more modern southern Ontario landscape through the dominant influence of a natural setting. Related to the natural features is the significant aboriginal presence evident on the cultural landscape at *Healey Falls* as well as at the Percy Reach burial mounds site.

3.2.6 Cultural landscape related to a variety of uses

A cultural landscape conveying an interesting mix of significant historic themes is Healey Falls.

Relatively secluded and little changed since the Waterway went through in the early 20th century, the cultural landscape features a collection of some of the largest engineering structures on the system including the arched dam and the flight lock. These cultural resources are located in close proximity to the limestone gorge which required major canalization to circumvent this imposing natural obstacle. Another important feature of the site is the remnants of the region's lumbering history represented by a timber slide and dam dating to 1845. The hydro-station building dating from 1913 tells another story about the utilization of water power of this location.

The heritage values of the cultural landscapes will be respected by all whose decisions or actions affect them when:

- the current designed landscape elements along the west side of the canal channel below the Peterborough Lift Lock are preserved;
- the current views of the Peterborough Lift Lock, specifically views of the lock from water approaches above and below the structure and views from the road approaches along Hunter Street and Ashburnham Drive are preserved;
- the heritage values of those 12 other lockstation landscapes are safeguarded in any decision likely to affect the cultural landscape features — circulation patterns, vegetation types and patterns, open spaces, built environment, structural remnants and archaeological features;
- the heritage values of those identified lockstation landscapes are safeguarded when considering the introduction of new buildings or structures — buildings, kiosks, concession booths, signage;

- the appropriateness of proposed interventions to cultural landscapes are reviewed according to the principles of the CRM Policy;
- the many landscape features and patterns beyond the jurisdictional boundary of the Waterway are recognized, understood and supported by stakeholders and other decision-makers, as significant contributors to the heritage character of the Waterway's cultural landscapes;
- the preservation of those cultural landscapes that contribute to the heritage value of the Waterway is encouraged through education and by working with partners;
- the many natural features that are important contributors to the heritage value and heritage experience of the Waterway are identified, recognized and protected as part of the Waterway's Cultural Resource Inventory.

3.3 Value of natural landscapes

The value of the natural landscape along the Waterway is a measure of its importance to the aboriginal inhabitants, other shoreline residents and transient users. The landscape has many values at various scales, whether for production of economic resources such as fish or wildlife, research purposes, aesthetic appeal and related cultural significance, or for religious significance. Overall, it has an ecological value which has led to the prominent role in human settlement and development of sustainable uses including tourism and development. The natural corridor of the Waterway provides a healthy and vibrant ecosystem for the use and enjoyment of Canadians.

There may not be a valuation system sufficient to address the breadth of interests and geographical scales associated with the Waterway. Certainly, as a cultural landscape the Waterway has a mixture of natural and cultural attributes which characterize it as a unique part of Canada. As a natural part of the ecosystem, the landscape provides important processes and functions which sustain the values which are held highly by Parks Canada.

These values have been detailed in numerous resource inventories but can generally be summarized as follows:

3.3.1 Fish habitats

Some of the most productive fish habitats in freshwater parts of Canada are located within the Waterway. These hold economic value for a strong recreational fishing industry and related tourism benefits. Rice Lake, Lakes Simcoe and Couchiching and the Kawartha Lakes are renowned for their fishing opportunities. These lakes also hold cultural significance to the six First Nations that inhabit the shoreline of parts of the Waterway and that have traditionally harvested fishes.

Twenty-three fish sanctuaries, which have been designated for protection, as well as other significant fish habitat areas.

3.3.2 Wetlands

Two hundred and sixty marshes occur within the Waterway either entirely or partially. These have value for research as well as for hydrologic functions. As relatively undisturbed shorelands, they provide habitats for wildlife and are aesthetically appealing, reminding us of the historical appearance of the Waterway.

3.3.3 Areas of Natural and Scientific Interest (ANSI)

Seven Areas of Natural and Scientific Interest (ANSI's) are associated directly with the Waterway. Most of these are wetlands (Holland Marsh, Duclos Point wetland, Harris Island wetland, Scugog Marsh and Murray Marsh). The wetland in the Bay of Presqu'île associated with the Murray Canal is also designated under the RAMSAR convention. Two ANSI's are important for upland values (Big Chute Rocklands, and Oak Orchard and Buckhorn Lake Islands). As well, habitats of nationally rare species occur in parts of the Waterway, and there are many significant areas of regional value which were identified during the ANSI inventories. Many other ANSI's within the watershed, and associated with the

Waterway, provide valuable ecological functions for the Waterway.

3.3.4 Scenic areas

More than 30 scenic vistas or features, as well as numerous scenic areas and shorelands that relate to the natural values of the Waterway corridor, are specifically identified in the CORTS Framework Plan No. 6.

3.3.5 Shorelands

Approximately 4 500 kilometres of shoreline are along the Waterway. While much has been partially developed for land uses of European-based settlement (eg. agricultural, industrial or residential uses), many sections still retain their natural character. Almost all sections provide terrestrial habitat and processes which benefit the natural environment of the Waterway.

The heritage value of the natural landscape will be respected by all whose decisions or actions affect them when:

- the appropriateness of proposed alterations or interventions to the natural ecosystem are reviewed according to Parks Canada's Guiding Principles and Operational Policies which includes policies for cultural resource management, for environmental assessment and for the protection of ecological integrity;
- the fish habitats, wetlands, ANSI's, scenic and near wilderness areas and other key ecosystem components of the Waterway are maintained or enhanced through adherence to all relevant federal and provincial policies. Where rehabilitation is necessary to restore a critical function, it is undertaken in a timely manner in accordance with the appropriate federal and provincial policies;
- intensification of land uses, which affect the natural processes or natural landscape values of the Waterway, are reviewed according to Parks Canada's Guiding Principles and Operational Policies, including the CRM Policy and the Canadian Environmental

Assessment Act.

3.4 Value of archaeological sites and historic objects

NOTE: Atherley Narrows, an archaeological site of national historic significance, located on the Waterway, is addressed in a separate Commemorative Integrity Statement.

3.4.1 Aboriginal archaeological sites

There are several important aboriginal archaeological sites identified along the Waterway along with additional sites whose extent and significance are yet to be determined. The former category includes the two *McFarlane sites at Glenn Ross*, the *burial mounds at Percy Reach* and the *quarry site at Healey Falls*.

Other aboriginal sites and "find spots" with potential importance on the Waterway include: *the "bird amulet" at Glen Miller*, *the Sill Island site at Frankford*, *the Myers Island site at Percy Reach*, *the Bryen site at Fenelon Falls*, *four sites and two "find spots" in the vicinity of the Kirkfield Lift Lock and the Bolsover site*. In addition to these terrestrial sites there several known marine aboriginal sites or "find spots" whose importance has yet to be determined. Until further investigation is conducted these potential sites must be considered cultural resources.

While future investigation might determine that several of these aboriginal sites possess a high level of intrinsic value in their own right, their current value lies in their association with the Waterway corridor, revealing aboriginal activities extending back to the Laurentian Archaic period.

3.4.2 Other archaeological sites

A number of other archaeological resources have been identified along the Waterway. These include the remains of the *construction camps at Big Chute and the Peterborough Lift Lock*; at the latter site there are also resources from the railway spur line built to assist in lock construction. Nineteenth century lumbering activities are evident through marine

archaeological resources at several sites including: *the dam ruins and timber slide at Ranney Falls and Healey Falls dating from the 1840's along with dam cribs at Young's Point and timber slide at Burleigh Falls (1850). At Bobcaygeon there is a drydock facility and at Harwood on Rice Lake there is the remains of the railway causeway dating from the operation of the Cobourg -Peterborough Railway (1860). A number of underwater sites have also been identified, including timber crib dams in Haliburton, particularly Horseshoe Dam and the lock and dam at Rosedale in the Gull River.*

3.4.3 Historic objects

In addition to those historic objects identified in para. 1.3, there are other historic objects and documents valued for their connection with the design, construction and operation of the canal. Further investigation is required to inventory and evaluate these objects.

The heritage values of the archaeological sites and historic objects will be respected by all those whose decisions or actions affect them when:

- known archaeological sites on Waterway lands are monitored and safeguarded by adhering to the Guidelines for the Management of Archaeological Resources in the Canadian Parks Service, 1993;
- a strategy for the protection of marine aboriginal archaeological sites along the Waterway is developed by working with aboriginal partners and local diving associations;
- a research strategy to complete an aboriginal archaeological survey along the Waterway is developed by working with provincial and aboriginal partners;
- an inventory and an evaluation of archaeological sites on Waterway lands is completed;

- all operational projects involving below ground disturbance on Waterway lands are reviewed by an archaeologist;
- historic objects and documents are treated in accordance with the principles and practices of CRM Policy and when an inventory and evaluation of these objects and documents is completed.

3.5 Communicating the Waterway's other heritage values

The heritage values of the waterway will be respected by all those whose decisions or actions affect them when:

- the messages in the following chart are communicated to the public:

Messages Related to Other Heritage Values of the Waterway

<p>The construction and operations of the Trent-Severn Waterway</p>	<ul style="list-style-type: none"> • the people who built the Waterway; • the contribution of technology developed due to the Waterway to other water transportation systems; • the architectural presence and evolution of the Waterway from 1833 to the present; 	<ul style="list-style-type: none"> • Waterway operations, past and present, particularly the people who operate the system; • the regulation of the water resources on the reservoir lakes and of the Waterway watersheds; and • heritage resource management and protection.
<p>The evolving relationship of the TSW to development of corridor communities including association with lumbering, milling, hydro-generation, settlement, agriculture and recreational activities.</p>	<ul style="list-style-type: none"> • settlement and agricultural development; • the growth and decline of lumbering during the nineteenth century; • the impact of canal construction and political decisions of the region; • waterpower and industrialization, particularly the development of mills, factories and hydro electric generation plants; 	<ul style="list-style-type: none"> • the development and the use of the Waterway's recreational resources during the nineteenth and twentieth centuries; • the impact of the Waterway on the growth and development of the Waterway's communities; and • the historical links between land and water transportation, and the types of vessels used on the Waterway.
<p>The aboriginal use of the Waterway</p>	<ul style="list-style-type: none"> • The 11 000 year use of the Waterway by aboriginal groups, during all the major periods of Ontario native history; • the dynamic and diverse nature of the aboriginal cultures as they evolved and adapted to a wide variety of environmental situations; • the rich natural resources of the area which contributed to the special development of the 	<p>region (e.g. complex Middle Woodland mound-building societies in the lower Trent area); and</p> <ul style="list-style-type: none"> • the Waterway as a transportation and migration corridor linking the Upper Great Lakes to the Lower Great Lakes – St. Lawrence areas while at the same time being an attractive habitation area due to its proximity to both areas.
<p>The relationship between the Waterway and the region's rich natural heritage including wetlands, natural shorelines, natural uplands, and wildlife and their habitats.</p>	<ul style="list-style-type: none"> • the importance of relatively undeveloped natural landscapes (water and land) as heritage resources; • the dependency of human use of the Waterway on the system's natural resources; • the importance of wetlands in maintaining environmental quality (e.g. fish and wildlife populations, erosion control, flood regulation and water quality); • the role of water level control in maintaining 	<p>environmental quality (e.g. fish and wildlife habitat and water quality);</p> <ul style="list-style-type: none"> • the protection of important resources and their habitats including representative and rare species, ecosystems and natural landscapes; • the natural systems prior to construction of the Waterway and the effects of the alterations; and • the geological and geomorphological processes including glaciation which moulded the present day landscape.
<p>The Waterway as part of a national historic sites and canals system by which appreciation of Canada is fostered.</p>		

III. Environmental Assessment

The Management Plan for the Trent-Severn Waterway is intended to provide the framework for the protection, presentation and appropriate use of cultural and natural resources as well as for navigation.

This is an example of planning for sustainable development. Sustainable development has become an international principle originating from the Brundtland Commission and officially subscribed to by Canada. Planning for sustainable development is central to ensuring that the social, economic and environmental goals of Parks Canada are met within the management plan. Environmental assessment is a key mechanism for translating the principles and criteria of sustainable development into strategy and action.

Parks Canada management planning activities are subject to environmental assessments to comply with the “Environmental Assessment Process for Policy and Program Proposals”. This is a non-legislated process for all federal policy and program initiatives, which includes management plans, submitted for Cabinet consideration. The environmental assessment process is applied as a planning tool to identify and manage potentially adverse environmental impacts that may be associated with management plan proposals and with existing Waterway facilities, activities and operations and provides an opportunity to assess the synergistic and cumulative effects of a number of proposed facilities or activities rather than individual projects in isolation. With the recent proclamation of the Canadian Environmental Assessment Act, any management planning initiative which might trigger this Act, and require a project specific environmental assessment, will be identified.

The existing activities, facilities and operations of the Waterway as well as the policies and actions contained in this Plan have undergone an Environmental Screening and the following, provides a summary of the findings. The full

report as listed in *Section VII Additional References*, can be consulted for more details.

Summary

Implementation of the policies in this Management Plan will provide significant levels of mitigation of the existing impacts from actions, facilities and operations on the Trent-Severn Waterway.

Seven areas are identified where policies could result in environmental impacts, if these are not implemented with care. In each case, there is some potential conflict between the recreational development, navigation, and environmental protection objectives of the Waterway. Recommendations are made as to the initiatives which must be undertaken within the implementation of this Management Plan Concept in order to resolve any such potential for conflict.

The screening reports concluded that, with careful and full implementation, the Management Plan will result in substantial environmental benefits to the Waterway and surroundings.

A number of the policies in this plan have far-reaching consequences that depend largely on the success of implementation. Once the plan is adopted there will be a legal responsibility at a high level for ensuring that it is implemented. Many of the policies have legal liabilities for those with the authority to adopt the plan. Thus it is only prudent to have a follow up to look at the success of implementation, the liabilities of any implementation problems, and actions necessary to resolve these.

Mitigation and Monitoring Requirements

Mitigation is inherent in the policies and actions of the Management Plan. Full and proper implementation of the Plan will result in mitigation of both the impacts of existing activities on the Waterway, but also of other policies and actions within the Plan.



IV. Public Consultation

Introduction

The initial phase of public consultation for the Trent-Severn Waterway Management Plan, covered an eight month period between October-1991 and May 1992. This phase began with a press release announcing the start of the planning and consultation process. At the same time, a series of newspaper advertisements were placed in community newspapers along the length of the Waterway describing the planning process and encouraging people to send in the printed name and address form. A similar advertisement was placed in the March 1992 issue of *Cottage Life*. Posters with a pad of mail-back cards were placed at each lockstation. In response, Parks Canada heard from dozens of people interested in the project. Some responses were accompanied by written submissions, ideas and suggestions. The mailing list was made up of federal, provincial and municipal politicians, officials and agencies, Indian Band councils, local marinas, campground and resort operators, national, provincial, regional and local special interest groups as well as residents and other interested individuals.

The mailing list contained close to 2000 names and continued to grow as a result of newsletter responses and mail-back cards sent in.

Newsletter No. 1

The first public consultation mail-out was a newsletter released in March 1992, using the mailing list described above. In order to ensure that all the cottagers' associations with an interest in the future of the Waterway received the newsletter, Parks Canada arranged for the Federation of Ontario Cottagers Association (FOCA) to mail the newsletter to its member associations with the Waterway watersheds. Additional copies of the newsletter were also sent to FOCA for distribution at their annual Spring General Meeting.

The newsletter introduced the planning project, provided background information on the Waterway, and described the consultation process. It included a series of questions for readers to consider, focussing on values, perceptions and expectations about the Waterway, rather than focussing on specific issues. The questions were an effort to encourage readers to think of the Waterway in broad terms.

In response to the newsletter, Parks Canada received close to 200 written replies to the questions posed, many being supplemented by other comments. This newsletter continued to be available for those who wish to have a copy.

Public Forums

Parks Canada staff convened 5 public forums during April and May of 1992, in Peterborough, Orillia, Lindsay, Toronto and Trenton. The forums were announced in the newsletter and in a press release and then advertised in local newspapers just prior to the event. Area Superintendents contacted the local media to further promote the forums which resulted in several radio interviews and newspaper articles. Approximately 175 people participated in the forums, including local politicians, representatives of cottagers' associations, local businessmen and members of the general public. Led by a facilitator, the forums focussed public discussion on the questions printed in the newsletter. The facilitator prepared a written report analyzing the public discussions at the forum as well as the written responses to the newsletter. This report served as an important document for the development of the Management Plan Concept.

Staff Seminars

Parks Canada also convened seminars for all staff. Led by the same facilitator, the seminars focussed on questions similar to those posed to the public. A written report analyzing the discussions and written responses from staff was prepared by the facilitator and also provided background for the Management Plan Concept.

Summary of Initial Phase

In summary, the initial phase of public consultation included press releases, newspaper and magazine advertisements, a wide mailing of the first public consultation newsletter, 5 public forums and 5 staff seminars.

Public response indicated a high degree of interest in the planning project. This initial public and staff feedback formed the basis for the information in the second newsletter and for the development of the Management Plan Concept. The Report on Initial Phase of Public Consultation, Fall 1992, is available from Parks Canada and provides a detailed account of this phase of consultation.

Consultation with United Indian Councils

Subsequent to the public forums, members of the United Indian Councils came forward to express their views. While many of these overlapped with those mentioned in the public forums, the United Indian Councils had many of their own. The main ones included working with Parks Canada on a nation to nation basis; being a full partner in the planning process; ongoing discussions and working sessions between Parks Canada and the United Indian Council; making use of the Waterway as a traditional hunting ground; playing a role in the ongoing management of the Waterway; policies affecting reserve lands fronting onto the Waterway; and resolving outstanding land claims. These discussions provided the necessary background to the preparation of effective policies and actions relating to aboriginal interests in the Waterway.

A means for on-going consultations between the United Indian Councils representative and the Waterway Superintendent was established to deal with management planning and other issues.

Newsletter No. 2

As a follow-up to the public and staff forums, a second newsletter was released in November of 1992 using the mailing list which was expanding as stakeholders became aware of the on-going planning work. Again, Parks Canada arranged for FOCA to mail the newsletter to its member associations within the Waterway watersheds. The newsletter summarized the feedback received from the public and from the staff. It included a draft Mission or statement of what the Trent-Severn Waterway does as well as a draft Vision of where the Trent-Severn Waterway is heading in the future.

The newsletter also listed the kinds of policies and actions that will be put in place to help ensure that, in 10-15 years, the kind of Waterway that all of us envision will be possible.

Enclosed in the newsletter was a comment sheet. The public and staff were encouraged to provide feedback on the information presented.

In response to the second newsletter, Parks Canada received considerable feedback both in support of the work to date, as well as from cottagers in the Haliburton Highlands concerned about water levels in the reservoir lakes.

This information provided further background for the development of the Management Plan Concept which contained draft policies and actions for the Waterway. Once these documents were drafted, the next phase of consultation involving focus groups could begin.

Focus Group Phase

Subsequent to the initial phase of consultation, proposed policies and actions were developed to address the resolution of issues and to guide future decision-making related to the planning, management and operation of the Waterway. Based on the feedback received during the initial phase of consultation, there was a recognition of a need for an integrated approach to the management of the Waterway because of the many jurisdictions and stakeholders associated with the Waterway corridor. In this regard, proposed levels of responsibilities were developed relating to the shared stewardship of the Waterway by various levels of government, numerous agencies and the private sector. Prior to the release of the material to the public for review and comment as part of the Management Plan Concept, it was determined that the proposed policies and actions and levels of responsibilities would benefit from review by a series of focus groups, to be led by a facilitator.

Focus Group Strategy

Because of the amount and nature of the material to be reviewed, 4 focus group sessions were held during June 1994, all in Peterborough, a location central to the geographic distribution of the focus group members. Each of the 4 sessions dealt with a particular theme as follows:

- Healthy environment/sustainable development
- Navigation, public use and benefits
- Water management
- Resourcing/business practices

Summary of Focus Group Phase

During the focus group sessions, the facilitator and Parks Canada staff in attendance noted suggestions, comments and additions/deletions made by the focus group members. Also, following the last session, several focus group members submitted to the facilitator, written comments in correspondence and/or marginal notes in the Workbook. The facilitator reviewed all of the input based on the discussion at the focus group sessions and the submissions received. Subsequently, the facilitator recommended revisions to the document prior to release to the public for review and comment in the form of the *Trent-Severn Waterway Management Plan Concept*. Based on the recommended changes conveyed by the facilitator, the focus group members contributed substantially to the Waterway Planning Program.

Management Plan Concept

The Management Plan Concept was released in the summer of 1996, using the updated mailing list. The public and staff were encouraged to provide feedback by mail, fax or e-mail. A comment sheet was provided in each mailout. About 80 written responses were received and these comments, largely favourable, were all considered in the final review of this Management Plan.

V. Scope of Collections Statement

Introduction

The dual purpose of the Trent-Severn Waterway's historic objects collection is the protection and the presentation of the cultural and natural resources of the Waterway, excluding building and engineering structures. The purpose of presentation is to illustrate the messages as detailed on pages 14 and 16 of this plan. Only original objects that have been evaluated as Level I and Level II cultural resources and that relate directly to the Waterway and its messages, will be considered for collection.

Messages for Heritage Presentation

These messages are shown on pages 14 and 16 under the following two headings:

- Messages Related to National Significance of the Waterway
- Messages Related to Other Heritage Values of the Waterway

Objectives

The objectives for the Waterway as they relate to the historic objects collection are embodied in the Commemorative Integrity Statement and the Vision for the Waterway.

Collection Content

The collection of *catalogued* historic objects is very small (approx. 50 pieces). It consists of surveying equipment, excavating equipment, blacksmithing tools and a steam engine (on loan). These are presently on exhibit in the Peterborough Lift Lock Visitor Centre.

Uncatalogued historic objects include a large collection of blueprints, drawings and printed material as well as a number of patterns, molds and tools which are related to the construction and early use of the Waterway.

Collecting Activities

There will be a continuing goal to collect original, site-specific artifacts to be used for study, research, didactic exhibits and education programmes.

Future collecting could evolve around the following:

- photographs, especially those showing the canals/locks under construction and in use;
- newspapers and historic publications with specific references to the waterway, locks and adjacent communities;
- paintings and drawings showing an historical perspective;
- tools and equipment related to the building and operation of the canals or locks;
- blueprints, surveying documents and architectural drawings;
- letters/diaries with reference to the messages for heritage presentation;
- human history artifacts associated with the waterway and geographic area; and
- ethnographic artifacts (Ojibway etc.).

Geographic Area

Artifacts for the Trent-Severn Waterway could conceivably be found world-wide, in Canada, (especially eastern Ontario) and in the U.S.A. Because liftlocks are European in origin, similar mechanisms, blueprints, plans, correspondence etc. could be found there.

Ethnographic artifacts (representative of Ojibway, etc.) could also be obtained within the geographic area of Ontario.

Interpretive Focus Period

The interpretation forms period includes both the long history of aboriginal use of the Waterway as well its construction and operation.

Aboriginal use of the Waterway spanned over a period of 11 000 years. More recently, the construction of the Waterway spanned more than a century, with engineering structures dating from the 1830's to the present and even earlier, to encompass the planning period prior to construction.



VI. Glossary

ADJACENT LAND

Land contiguous to an identified natural feature or function, or resource. In the context of wetlands, adjacent lands refers to those lands within 120 metres of an individual wetland area, and all lands connecting individual wetland areas within a wetland complex.

APPROPRIATE VISITOR ACTIVITY

Visitor activities are defined as educational or recreational pursuits that contribute to an understanding, appreciation and enjoyment of heritage resources. Visitor activities should be consistent with Parks Canada Policies and the goal of ensuring the commemorative integrity of the historic canal.

AREAS OF NATURAL AND SCIENTIFIC INTEREST

Areas of land or water, as identified by the Ministry of Natural Resources, representing distinctive elements of Ontario's geological, ecological, or species diversity and including natural landscapes or features of value for natural heritage protection, scientific study, gene pools, and education.

BIODIVERSITY

The variety of life in all forms, levels, and combinations. Biodiversity includes ecosystem diversity, species diversity, and genetic diversity.

BUFFER AREA

A part of land which alleviates the adverse effects of the use of one area to another.

BUILT-UP AREA

The area where development along the canal is concentrated and contiguous with the developed portions of hamlets, villages, towns, and cities.

CANADIAN PARKS PARTNERSHIP

Formed in 1986 as a nation-wide alliance of volunteer cooperating associations.

COMMEMORATION

Ministerial recognition of the national significance of specific lands or waters by acquisition or by agreement, or by another means deemed appropriate within the Minister's authority for purposes of protecting and presenting heritage places and resources, erection of a plaque or monument.

COMMEMORATIVE INTEGRITY

A historic place (national historic site, federal heritage building) may be said to possess commemorative integrity when the resources that symbolize or represent its importance are not impaired or under threat, when the reasons for its significance are effectively communicated to the public, and when the heritage value of the place is respected.

COMMEMORATIVE INTENT

The reasons for a site's national historic significance.

CONSERVATION

Conservation encompasses activities that are aimed at the safeguarding of a cultural resource so as to retain its historic value and extend its physical life. There are conservation disciplines that address different kinds of cultural resources. In determining the most appropriate conservation treatment, consideration will be given to the following factors: the historic character of the cultural resource as determined through evaluation; the physical condition, integrity and context of the resource; the impact of the treatment on the integrity of historic fabric and character; available documentation and information; the opportunities for presentation and potential appropriate uses of the resource; and available financial and human resources.

CONSERVATION EASEMENT

A legal document which provides permanent, property-specific protection for natural features on private land through legal agreements to restrict the management and use of significant areas. Conservation easements provide the right to control the use of land (sometimes including the air space above or area below the land) for a specific purpose, as long as the control does not affect, without the owner's consent, any regular use exercised prior to the acquisition of the easement.

CONTAMINATED SITE

Property or lands that, for reasons of public health and safety, are unsafe for development as a result of past human activities, particularly those activities that have left a chemical or radioactive residue. Such sites include some industrial lands, electrical facilities, and some abandoned non-renewable resource operations.

COOPERATING ASSOCIATION

A registered, non-governmental, non-profit corporation which provides services to the public at National Historic Sites, Historic Canals and National Parks. Cooperating associations are principal partners with Parks Canada in achieving its mandate. Through their voluntary efforts and shared objectives, the constituency of support for Canada's system of parks and historic sites is greatly enhanced. Through the sale of theme-related products and the conduct of special events, an association may generate revenues for funding activities directly supportive of park, historic site or canal objectives.

CORRIDOR

A strip of land containing at least one transportation axis.

CORTS

Acronym for *Canada Ontario Rideau Trent-Severn*. Refers to a federal provincial agreement signed in 1975 to co-ordinate the activities of Canada and Ontario toward achieving the goal of developing a distinctive

environmental corridor along the two canal systems. A series of Framework Plans were completed as part of the work leading up to the agreement.

CULTURAL RESOURCE

A human work or a place which gives evidence of human activity or has spiritual or cultural meaning, and which has been determined to have historic value. The term *cultural resource* embraces the whole as well as the parts that make up the whole.

CULTURAL RESOURCE MANAGEMENT

Generally accepted practices for the conservation and presentation of cultural resources, founded on principles and carried out in a practice that integrates professional, technical and administrative activities so that the historic value of cultural resources is taken into account in actions that might affect them. In Parks Canada, Cultural Resource Management encompasses the presentation and use, as well as the conservation of, cultural resources. In terms of the Trent-Severn Waterway, cultural resource management applies to the overall management of the historic canal (which can be considered as a cultural resource), as well as to the individual cultural resources that are contained in the historic canal.

CULTURAL RESOURCE MANAGEMENT OBJECTIVE

To manage cultural resources administered by Parks Canada in accordance with the principles of value, public benefit, understanding, respect and integrity.

CUMULATIVE IMPACT

The combined effects or potential effects of one or more development activities in a specified area over a particular time period which may occur simultaneously, sequentially, or in an interactive manner.

DEVELOPMENT

A general term used to describe the construction, erection, or placing of a building or structure; the making of a significant addition

or alteration to a building or structure; a significant change in use or in intensity of use of any building, structure, or premises; activities such as site-grading, excavation, removal of topsoil or peat, or the placing or dumping of fill; and drainage works, excluding the maintenance of existing municipal and agricultural drains.

DREDGE

To remove, by digging, gathering, pulling out or otherwise removing, any material from a historic canal, particularly from water or wetlands, for the purpose of creating new channels or boat slips, making land, constructing or placing any in-water structures such as boat houses, wharves or retaining walls, or maintaining previously dredged areas or openings to any upland mooring basins.

ECOSYSTEM MANAGEMENT

An ecosystem can be described as an interdependent system of living organisms with their physical and geographical environment. Natural ecosystem features and paleontological resources frequently form an integral part of the history and landscape of historic canals. These features and resources will be valued in a manner that reflects the role of Parks Canada as an important environmental steward. Parks Canada will inventory natural ecosystem features to determine the state of such features and to identify natural features of special significance that should be protected. Wildlife habitat of species that have been designated as rare, threatened or endangered by the Committee on the Status of Endangered Wildlife in Canada, or by the Province of Ontario, will be protected. Natural ecosystem features, which by virtue of their strategic location and physical or biological characteristics are of value to government agencies involved in environmental monitoring programs to maintain biodiversity and genetic resources in Canada, will be protected.

ENDANGERED SPECIES

Any indigenous species of fauna or flora that, on the basis of the best available scientific

evidence, is indicated to be threatened with immediate extinction throughout all or a significant portion of its Ontario range. Endangered species are identified in Regulations under the Endangered Species Act.

EXOTIC SPECIES

Species that are not indigenous and have been intentionally introduced or have inadvertently infiltrated an area.

FEDERAL HERITAGE BUILDING

Any federally owned building that has been designated by the Minister of Canadian Heritage under the Federal Heritage Buildings Policy, which provides for the designation of federal heritage buildings and the determination of their heritage character. The objective of this policy is to protect the heritage character of designated federal buildings in the interest of present and future generations by promoting the long-term use of these buildings in ways that preserve their heritage character.

FEDERAL HERITAGE BUILDINGS REVIEW OFFICE (FHBRO)

An interdepartmental advisory body responsible for identifying which federal buildings merit designation as federal heritage buildings, and for monitoring the conservation and continued use of these buildings. The Lockmaster's houses at Sidney and Campbellford Locks, as well as a shed associated with the Campbellford Lockmaster's House have been reviewed by FHBRO, and the Lockmaster's House at Sidney was designated as a "Recognized" federal heritage buildings, which is the second highest level of designation under this policy. Therefore, proposed interventions that may have an impact upon the heritage character of the building, must be reviewed by the Departmental in the context of established criteria and standards.

FILL

To place any material in water or wetlands for the purpose of making land, constructing wharves, stabilizing the shoreline, revetting or

constructing works, building beaches or constructing foundations for boathouses or other structures.

FISH HABITAT

The spawning grounds and nursery, food supply, and migration areas upon which fish rely to live. (Federal Fisheries Act).

FLOOD FRINGE

The outer portion of the flood plain between the floodway and the limit of flooding expected from the defined storm.

FLOOD PLAIN

The area of land adjacent to a watercourse that may be subject to flooding during the greatest recorded storm in the planning area, or other standard approved by the conservation authority or Ministry of Natural Resources.

FLOODWAY

The channel of a watercourse and the inner portion of the flood plain, where flood depths and velocities are generally higher than in the flood fringe. It is the area required for the safe conveyance and discharge of flood flow resulting from a storm less intense than the defined storm, or where water depths and velocities are such that they pose a potential threat to life or property on or near the flood plain.

GREENWAY

Interconnected corridors that link existing green spaces.

GROUNDWATER

A term referring to water occurring below the soil surface that is held in the soil itself; subsurface water, or water stored in the pores, cracks and crevices in the ground below the water table; and water occurring in the zone of saturation below the earth's surface.

HERITAGE CHARACTER

The distinct characteristics that give buildings their importance, their quality, style or uniqueness.

HERITAGE TOURISM

An immersion in the natural history, human heritage, the arts and philosophy, and the institutions of another region or country that creates understanding, awareness and support for the nation's heritage.

HISTORIC CANAL

An administrative term referring to those canals operated by Parks Canada for purposes of navigation as well as for protection, enjoyment and interpretation of their cultural and natural heritage values.

HISTORIC SITES AND MONUMENTS BOARD OF CANADA (HSMBC)

An independent body that provides the Minister of Canadian Heritage with impartial and expert advice on matters relating to historical commemoration, and devises its own policies to carry out its responsibilities. All parts of the country are represented on the HSMBC, as well as the National Archivist of Canada, an official of the Canadian Museum of Civilization and an official of the Department of Canadian Heritage.

HISTORIC VALUE

A value assigned by Parks Canada to a resource, whereby it is recognized as a cultural resource. All resources have historical value; only those which are considered to have importance over and above the historical, have historic value.

HISTORICAL

Of, relating to, or of the nature of, history, as opposed to fiction. "Historical" refers more broadly to what is concerned with history, whereas the term "historic" refers to having importance in, or influence on, history.

INDIGENOUS SPECIES

Organisms that occur naturally in a particular area instead of being introduced, directly or indirectly, by human activity.

INTENSIFICATION

The development of a property or site at a higher density than previously existed, which

includes: redevelopment, or development within existing communities; infill development, or development on vacant lots or underdeveloped lots within a built-up area; conversion, or the change of use of an existing structure or land use; and the creation of apartments or other accommodation in houses.

INTERPRETATION

Interpretation seeks to reveal meanings and relationships so that the public will gain an enhanced awareness of what cultural resources signify. It includes specialized activities by which Parks Canada communicates an understanding and appreciation of the historic and natural value of particular places, things, events, and activities to visitors and the public. This communication may be accomplished through firsthand experience, appropriate use of natural and cultural resources and media.

LAND CONSERVANCY or LAND TRUST

In its usual form, a non-government, incorporated non-profit organization whose goals and objectives are focused on the long-term conservation of land.

LAND TENURE AGREEMENTS

Any form of agreement including lease, licence of occupation or permit, that grants a right of occupancy of Parks Canada – administered lands from the Crown to the holder of the agreement.

LANDSCAPE – CULTURAL

Any geographical area that has been modified, influenced, or given special cultural meaning by people.

LANDSCAPE – NATURAL

A landscape dominated by elements of nature, with little or no human influence, as opposed to cultural landscape.

LICENCE OF OCCUPATION

A licence, issued by the federal or provincial government, granting a right of occupancy of specified lands for a specific purpose, without conferring any interest in the lands.

LIFT LOCK

Structure designed to raise and lower boats vertically through the use of water-filled chambers hydraulically, mechanically, or pneumatically operated.

MANAGEMENT PLAN

A document that establishes the long-term direction of the historic canal activities and is a commitment to the public of Canada from the Minister responsible for Parks Canada regarding the use and protection of the historic canal. Management plans must reflect legislation, policies and formal agreements. For historic canals that have been designated as national historic sites, the management plan must establish an approach for ensuring the goal of commemorative integrity, which includes protection, presentation and respect for heritage value in all actions. Management plans must establish a long range vision and provide public opportunities for involvement in the development of policy, planning and management practices.

MOORING

To secure a vessel to a wharf, buoy or canal wall, or to another vessel that is so secured, and includes to beach, store or anchor a vessel.

MUNICIPAL OFFICIAL PLAN

An official plan describes the local or country or regional council's policies on how land in a community should be used. It is prepared with input from the public and helps to ensure that the future planning and development will meet the specific needs of the community.

NATIONAL HISTORIC SITE

Any place declared to be of national historic interest or significance by the Minister responsible for Parks Canada.

NATURAL RESOURCE

Any soil, sand, gravel, rock, mineral, fossil or other natural material, and includes flora.

NATURALIZATION

Establishment or re-establishment of vegetation with the potential to reinstate wildlife habitat.

NAVIGATION CHANNEL

A navigable passage of water in a historic canal that is delimited by the shoreline (in the case of an artificial channel); or, in any other case, is delimited by aids to navigation or 15 m in width along each side of a line that indicates a navigation channel on Canadian Hydrographic Service charts. *Secondary navigation Channel* – a Navigation channel marked by aids to navigation or as defined on a navigation chart which provides an alternate route to the main channel, or permits navigation to a specific location such as a public wharf. The channel may not be marked or meet the same standard as the main navigation channel.

PRESENTATION

Activities, facilities, programs and services, including those related to interpretation and visitor activities, that bring the public into direct or indirect contact with the historic canals. This includes promoting awareness of the canal, by encouraging visitation, by disseminating information about the canal and opportunities to enjoy it, by interpreting the canal and its wider significance to visitors and non-visitors, by providing appropriate visitor use and public involvement, and by providing essential services and facilities.

PROTECTION

In the context of cultural resources, protection has a range of meanings. It may refer to the basic maintenance of a resource, often as a preliminary to other work; it may be used as a synonym for preservation or conservation, or it may refer to an administrative regime under which a site/resource is managed or protected. With respect to ecosystems, it means regulatory, resource management and public education programs aimed at ensuring they are maintained in as natural a state as possible.

ROLE

Lead or shared lead role: An agency, group or individual initiates or shares equally in initiating an action and plays a strong role through to completion of the action. Role may involve human and/or financial resources.

Secondary role: An agency, group or individual actively assists those playing a lead role. Role may involve human and/or financial resources.

Supportive roll: An agency, group or individual provides the support, by way of encouragement, acknowledgement, endorsement or promotion of an action.

RULE CURVE

A standard used for water level regulation to ensure sufficient water for navigation and provide flood protection benefits.

SEWAGE AND WATER SYSTEMS

Private communal systems are sewage works and systems, and water works that provide for the distribution, collection, or treatment of sewage or water not connected to full public systems; are for the common use of more than five units of full-time or seasonal residential occupancy; and are owned, operated, and managed privately. Private sewage and water systems, including on-site systems, are sewage works and systems, and water works, that are owned, operated, and managed privately and used by five or fewer properties or units. Public communal systems are sewage works and systems, and water works that provide for the distribution, collection, or treatment of sewage or water not connected to full public systems; are for the common use of more than five units of full-time or seasonal residential occupancy; and are owned, operated, and managed by the municipality or other public body. Public sewage and water systems are sewage and water works, owned by the municipality or the province and provided to serve the whole municipality or a substantial part of it.

SHARED MANAGEMENT

A term that refers to the participation of stakeholders in the decision-making and delivery of services at national historic sites and historic canals, including sites and canals currently administered by Parks Canada and those administered by others.

SHORELAND

Upland shore areas above the upper controlled summer season navigation water level.

SHORELINE

The line or area where the upper controlled summer season navigation water level touches the land.

STAKEHOLDER

Refers to anyone who benefits, directly or indirectly, from the preservation and presentation of a national historic site or historic canal.

SUSTAINABLE DEVELOPMENT

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

SUSTAINABLE MANNER

The use of resources in a way that ensures their integrity is not destroyed.

SUSTAINABLE USE

A general term meaning that people can gain direct and indirect benefits from heritage resources over the long term, without destroying them.

UNSTABLE SLOPE

Slope or land which has a potential to collapse or slide if development occurs on, or adjacent to, such an area. This landslide condition can result from a wide variety of reasons, such as, the geological make-up of the soil or rock, steepness of the slope, the degree of erosion occurring due to natural, or as a result of human activities and the amount of natural vegetation present in the area. Any single or combination of the above conditions may cause slope instability.

VISITOR RISK MANAGEMENT

A decision-making framework, based upon policy and directive, to structure visitor safety programs. Visitor risk management guides the development of a risk assessment and subsequent risk control measures. Visitor risk management determines appropriate levels of service to manage existing, new, potential, or shifting activity.

VOLUNTEER

A person, or group, who has signed an agreement to contribute time and talent to complete a project without pay.

WETLAND

Natural areas that are normally covered in water for all or part of the year. This situation results in a rich combination of environmental features which contain a wide variety of plants and wildlife. The four major categories of wetland are swamps, marshes, bogs and fens. Wetlands contribute to the ecological diversity of the landscape and provide habitat for several threatened and endangered species. They also provide protection against flooding and act as a natural buffer, protecting shorelines from erosion.

WETLAND AREA

A single contiguous wetland, which may be composed of one or more wetland types. Two or more wetland areas, plus their adjacent lands, form a wetland complex.

WETLAND FUNCTIONS

The biological, physical and socio-economic interactions that occur because wetlands are present. Included are groundwater recharge and discharge, flood damage reduction, shoreline stabilization, sediment trapping, nutrient retention and removal, food-chain support, and fish and wildlife habitat.

WETLAND MANAGEMENT PRACTICES

The activities undertaken by municipal or provincial public bodies, or by private landowners or individuals, to modify or enhance wetland features or functions to meet specific objectives.

WILDLIFE HABITAT

Areas of the natural environment upon which wildlife depend for survival as self-sustaining populations in the wild, including land and water needed for cover, protection, or food supply. Wildlife includes all wild mammals, birds, reptiles, amphibians, fishes and invertebrates. Areas included may be deer yards, nesting areas, aquatic habitat, waterfowl staging areas, and habitat of endangered, threatened, and vulnerable species.

ZONING BY-LAW

Controls the use of land in a community. It states exactly:

- how land may be used;
- where buildings and other structures can be located;
- the types of buildings that are permitted and how they may be used; and
- the lot sizes and dimensions, parking requirements, building heights and setbacks from the street.

VII. Legislation, Regulations and Policies

Management plans must reflect Parks Canada legislation, regulations and policies. The following documents provide some of the context for Parks Canada's management planning activities.

- *Historic Sites and Monuments Act, 1952-53. Revised 1977*
- *Department of Transport Act, Historic Canals Regulations, 1993. Revised 1994*
- *Canadian Environmental Assessment Act, 1992*
- *Dominion Water Power Act and Regulations*
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