TRENT CANAL DEVELOPMENT

HERITAGE IMPACT ASSESSMENT

349 Parkhill Road East
Peterborough, Ontario

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Cover Image: East elevation. (GG)

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Executive Summary

The purpose of this abridged Heritage Impact Assessment (HIA) is to comment on the Re-zoning Amendment application as it relates to the cultural heritage of the adjacent Trent-Severn Waterway, National Historic Site of Canada. This report responds to comments received from the Peterborough Architectural Conservation Advisory Committee (PACAC) and Parks Canada. The Trent-Severn Waterway National Historic Site is a Parks Canada site managed under the direction of the *Trent-Severn Waterway Management Plan* and the Parks Canada *Cultural Resource Management Policy*.

The proposed Trent Canal Development at 349 Parkhill Road East - the subject of this Re-zoning Amendment Application - includes for the construction of a three storey affordable housing apartment with access and surface parking located to the west of the new building.

The intent of the Conservation Strategy is to ensure that the proposed multi-unit residential infill project maintains the cultural heritage value and identified heritage attributes of the Trent-Severn Waterway. The heritage value of this length of the Trent Canal (Trent-Severn Waterway) is related to the natural environment and picturesque setting of the waterway as a whole. The Parks Canada's evaluation of the adjacent bridge (Warsaw Road Swing Bridge), the bridgemaster's house and the surrounding landscape did not find these elements to be cultural resources.

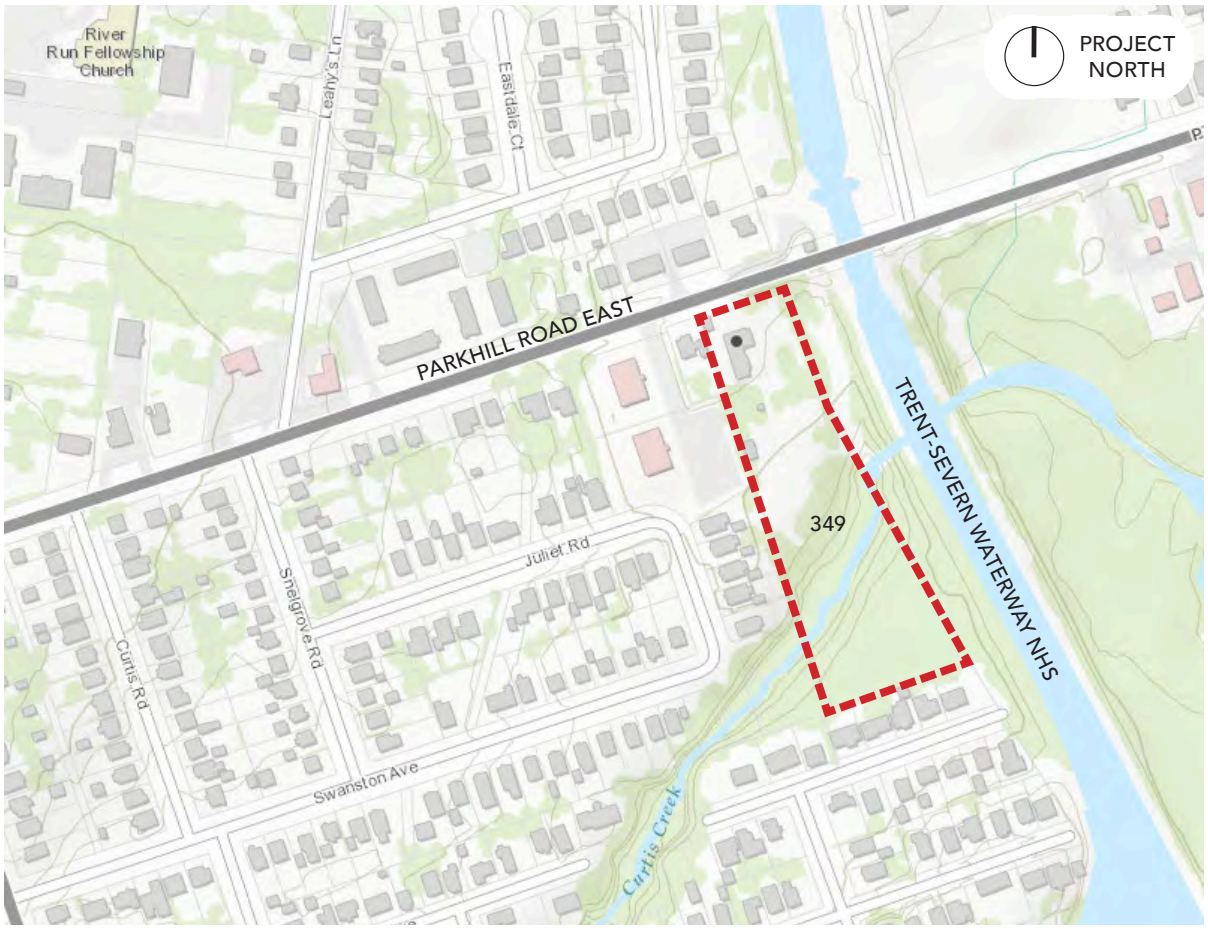
The building design has developed in response to the topographical relationship between the Trent Canal and the subject property, and an understanding of the views to the site from the Trent Canal and Warsaw Road Swing Bridge. Several mitigation measures were incorporated to limit impacts on the cultural heritage interests, including:

- Maintaining the existing treed setting on the property; and
- Providing a building design with varied form (bays, recesses, roof gables) and material variety to add architectural interest and break up the building massing.

This approach maintains visual tree buffers and reduces the visual impact of the building.

As part of the Site Plan Control application, I recommend undertaking the following to ensure the proposed development best serves to conserve and enhance the heritage value of this nationally significant waterway:

1. Complete a landscape plan that provides a fulsome understanding of the impact of the new construction on the existing landscape.
2. Provide updated architectural drawings with information on the material selection and detailing.



1. Location of 349 Parkhill Road East site shown above. (City of Peterborough Map, annotated by BA)
   - The subject property delineated with a red dashed line.

1 Introduction

1.1 Project Framework

With regard to the Trent Canal Development at 349 Parkhill Road East, Gregg Gordon Architect engaged Branch Architecture as the Heritage Consultant. The purpose of this abridged Heritage Impact Assessment (HIA) is to comment on the Re-zoning Amendment application as it relates to the cultural heritage value of the adjacent Trent-Severn Waterway, National Historic Site of Canada. This report is intended to be read with reference to the architectural drawings by Gregg Gordon Architect (see Appendix 3).

This report responds to the Peterborough Architectural Conservation Advisory Committee (PACAC) letter dated October 12, 2018 that recommends:

> *That the Planning Division work closely with Parks Canada and the developer to ensure that the final design for any new construction respects the historical integrity of the canal. The height, massing and location of new construction should not encroach on, or overwhelm the canal. Materials and design of the new residential structure as well as secondary structures should respect the qualities of the heritage landscape. This should extend to the maintenance and enhancement of the existing tree lined buffer between the canal and the neighbourhoods to the west. The proposed development's setback from the canal will be crucial when evaluating this proposal to ensure an appropriate buffer is maintained.*

In addition, the Parks Canada letter dated May 1, 2019 provides the following comments with respect to heritage:

> *Given the proximity of the proposed development adjacent to Parks Canada administered open space alongside the Trent-Severn Waterway, we have an interest in the building's scale, massing and visual impact on the waterway. Based on the preliminary design plans, we encourage further evolution of the proposal to minimize the visual weight of the roof and address the long monotonous wall along its east facade. Variation in building design to add visual interest and break up this long wall is recommended. We also encourage further exploration of materials to lighten the massing and scale of the building.*

Both letters request that a Heritage Impact Assessment be completed at the Site Plan Control stage and include an assessment of the visual impact of the development from the public realm (water and bridge). This report has responds to these interests and includes:

- A site review of the property and the adjacent Trent Canal;
- Site review and viewscape analysis;

- Description of proposed development / site alteration, impact analysis, and consideration of mitigation measures; and,
- Conservation recommendations including implementation and monitoring.

This HIA has been prepared with respect to the: Ministry of Tourism, Culture and Sport's *Ontario Heritage Tool Kit;* Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada*; *Ontario Heritage Act*; *Provincial Policy Statement* (2014); the City of Peterborough *Official Plan* and *Cultural Heritage Impact Statement* Requirements as well as other charters and guidelines that exemplify best practice. It also responds the *Trent-Severn Waterway Management Plan* and the Parks Canada *Cultural Resource Management Policy*.

1.2 Property Description

The subject property at 349 Parkhill Road East is located on the south side of Parkhill Road East, and is directly west of the Trent-Severn Waterway and north of Curtis Creek.

1.3 Present Owner Contact

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1.4 Existing Heritage Recognition

The property at 349 Parkhill Road East has no heritage status. It is located adjacent to the Trent-Severn Waterway, National Historic Site of Canada. Appendix 1 contains the Parks Canada Statement of Commemorative Integrity, and Appendix 2 contains the Statement of Significance found on the Canada's Historic Places website.

1.5 Heritage Policy and Guidelines

1.5.1 City of Peterborough Official Plan (Consolidated March 31, 2019)

The City of Peterborough *Official Plan* allows for development where archaeological resources and built heritage are conserved. With respect to development adjacent to a heritage property:

Section 2.4.9.2

Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Mitigation measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.

1.5.2 Provincial Policy Statement, 2014

The *Provincial Policy Statement* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. It "is intended to be read in its entirety and the relevant policies are to be applied to each situation" (Part III).

Section 2.6 of the PPS titled "Cultural Heritage and Archaeology" provides specific direction concerning heritage sites.

Policy 2.6.3: Planning authorities shall not permit development and site alteration on adjacent lands[1] to protected heritage property[2] except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

As noted, the subject property is located adjacent to the Trent-Severn Waterway, National Historic Site of Canada.

1.5.3 Standards and Guidelines for the Conservation of Historic Places in Canada

The Parks Canada *Standards and Guidelines* is intended to "achieve good conservation practice" and to establish "a pan-Canadian set of Standards and Guidelines [for] conserving Canada's historic places" (2nd ed.). The *Standards and Guidelines* are based on a sequence of steps: understanding, planning, and intervening. This approach allows for informed decision making, heritage conservation planned with regard to other planning objectives, and interventions to realize long term, viable uses of heritage sites.

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1 ***Adjacent lands:*** d) for the purpose of policy 2.6.3, those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.

2 ***Protected heritage property:*** means property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the *Standards and Guidelines for Conservation of Provincial Heritage Properties*; property protected under federal legislation, and UNESCO World Heritage Sites.

The *Standards and Guidelines* describes three approaches to conserving a heritage site:

> *Preservation: The action or process of protecting, maintaining, and /or stabilizing the existing materials, form, and integrity of a historic place or of an individual component, while protecting its heritage value.*
>
> *Rehabilitation: the action or process of making possible a continuing or compatible contemporary use of a historic place, or an individual component, while protecting its heritage value.*
>
> *Restoration: The action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, while protecting its heritage value.*

1.5.4 Eight Guiding Principles in the Conservation of Built Heritage Properties

Originally developed in relation to the province's 1980s Heritage Grant Program, these principles are now widely accepted guidance on best practice in heritage conservation in Ontario. The base principles call for consideration of the following: respect for documentary evidence; respect for original location; respect for historical material; respect for original fabric; respect for building's history; reversibility; legibility; and maintenance.

2 Trent-Severn Waterway NHS

The Trent-Severn Waterway National Historic Site is a Parks Canada site managed under the direction of the *Trent-Severn Waterway Management Plan* (October 2000) and the Parks Canada *Cultural Resource Management Policy* (January 1, 2013).

2.1 Trent-Severn Waterway Management Plan

The *Trent-Severn Waterway Management Plan* (TSWMP) provides background information on the cultural significance of the waterway (including the identification of significant natural and cultural resources), and outlines a vision for the waterway as a whole. This vision includes the following:

- Protect cultural and natural resources;
- Engage in sustainable heritage tourism development that enhance the waterway;
- Collaborate with identified stakeholders (including municipalities) in the management of waterway lands and adjacent shorelands; and,
- Develop a financial plan for the long-term viability of this shared asset.

With respect to the management of adjacent shorelands, the Plan states:

> *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.*[1]

In the TSWMP, Policy C.4 states:

> *Adjacent shoreland neighbours and the appropriate government agencies are encouraged to protect the natural and cultural resources on lands not administered by Parks Canada.*[2]

In support of this policy, the TSWMP lists the following actions related to this application:

	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.*

1 TSWMP, page 24.

2 TSWMP, page 64.

	General Development of Adjacent Shorelands
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.*
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.*

	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.*

The Plan provides a Statement of Commemorative Integrity for the Trent-Severn Waterway (available in full in Appendix 1), which describes the national significance of the site and identifies the heritage values found in natural and built features. Level 1 cultural resources include the Peterborough Lift Lock and the Lake Simcoe-Balsam Lake section of the Waterway. Additional assets include:

- Engineering structures and buildings: select locks, dams, bridges, and buildings;

- Cultural landscapes: Peterborough Lift Lock landscape; cultural landscapes at Lock 22, Nassau Mills and Lock 23, Otonabee; cultural landscapes related to water power, recreation, natural features, and a variety of uses;
- Natural landscapes: fish habitats; wetlands; areas of natural and scientific interest, scenic areas, and shorelands;
- Archaeological sites: aboriginal and post settlement works; and,
- Historic objects.

2.2 Cultural Resource Management Policy

The Parks Canada *Cultural Resource Management (CRM) Policy* applies to lands administered by Parks Canada. It outlines the heritage resource evaluation process and provides guidance related to conserving cultural resources and ensuring that new interventions are compatible with cultural heritage resources.

Section 7.2.3 Assessing Impacts of Interventions to Cultural Resources states that all assessment are to include:

- Application of the three principles of the CRM Policy: understanding heritage value, sustainable conservation, and benefit to Canadians;
- Consideration of the heritage value and character-defining elements of the affected cultural resource(s);
- Consideration of the potential for the proposed intervention to adversely affect resources that may have heritage value but have not yet been identified or evaluated, such as in-situ archaeological resources;
- Sound conservation practice (Parks Canada *Standards & Guidelines*); and,
- Mitigation and monitoring strategies, when necessary.

Further, the assessment must consider the potential impact on the heritage value of the place as a whole.

Parks Canada staff have confirmed that the adjacent bridge (Warsaw Road Swing Bridge, 1956) and bridgemaster's house as well as the surrounding landscape have been evaluated by Parks Canada and are not considered cultural resources under this policy. As such, this assessment focuses on the compatibility of the proposed intervention with natural environment and picturesque setting of the waterway.

3 Site Observations

For the purposes of this HIA, Branch Architecture completed a site visit to the subject property on May 21, 2019. The inspection included walking the full site and neighbouring public lands along the Trent Canal to understand views and vistas. The inspection focused on gauging the potential visual impact of the proposal on the Trent-Severn Waterway.

The subject property is located directly west of the Trent Canal, and on the south side of Parkhill Road East. The property is currently vacant except for a small shed. There is a significant change in grade as the land slopes down from Parkhill Road East to Curtis Creek. There is an overall drop of approximately 10 m (214m at the road to 204m at the creek). The building is located on an area with a more gradual slope; the land drops 3m or the equivalent of one-storey (from 212.6m to 209.6m) across the length of the building.

The property contains mature and healthy trees along the perimeter of the property, with the majority located adjacent to the Trent-Severn Waterway and Curtis Creek. There is also a notable treed buffer along part of Parkhill Road East and adjacent to the parking lot to the west.

This length of Parkhill Road East is a residential street made up of a range of building sizes, styles and setbacks. On the south side of the street there are single family residences and a four storey apartment building. On the north side of the street there are single family residences, duplexes, fourplexes and townhouses.

The adjacent length of the Trent Canal recently underwent a rehabilitation project. The intent of this work was to reinforce the earth dams which included repairs to washouts and increases to the dam height. This work also involved some vegetation removal. There are pedestrian paths on both sides of the canal.

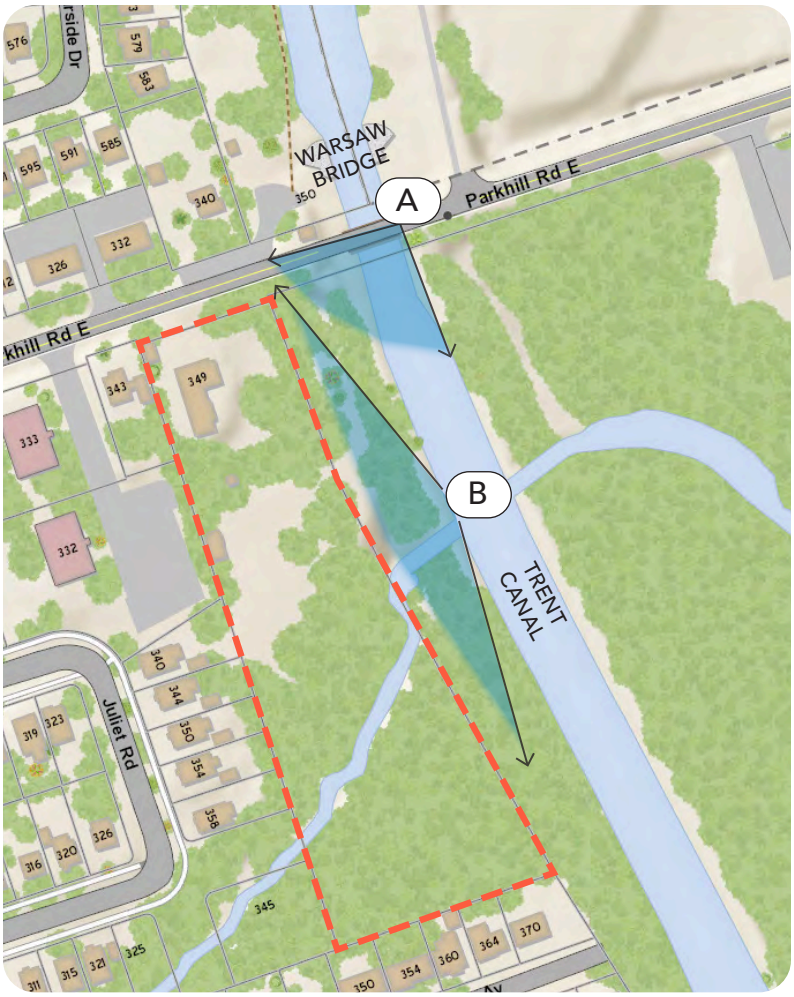
2. Property as seen from Parkhill Road East. (BA)

3. View of the slope up to Parkhill Road East, from the midpoint of the lot before it drops to the creek. (BA)

4. Trees along east lot line, directly south of Parkhill Road East (bridge and canal beyond). (BA)

5. Trees along east lot line, directly north of Curtis Creek (canal beyond). (BA)

Primary views to the site are from the Warsaw Bridge and the Trent Canal paths. Views to the subject property are significantly buffered by the mature trees that define the west edge of the canal. Of note, while this plan locates key view points, it is understood that the site is visually accessible from the paths that run along the Trent Canal.



6. Annotated map identifying keys views to the site from the Warsaw Bridge and west walkway, 2019. (BA)

GENERAL VIEWS ALONG THE CANAL

7. Looking northwest to the open area adjacent to the lock, 2019. (BA)

8. Looking north over the lock and up the Trent Canal, 2019. (BA)

KEY VIEWS TO THE PROPERTY

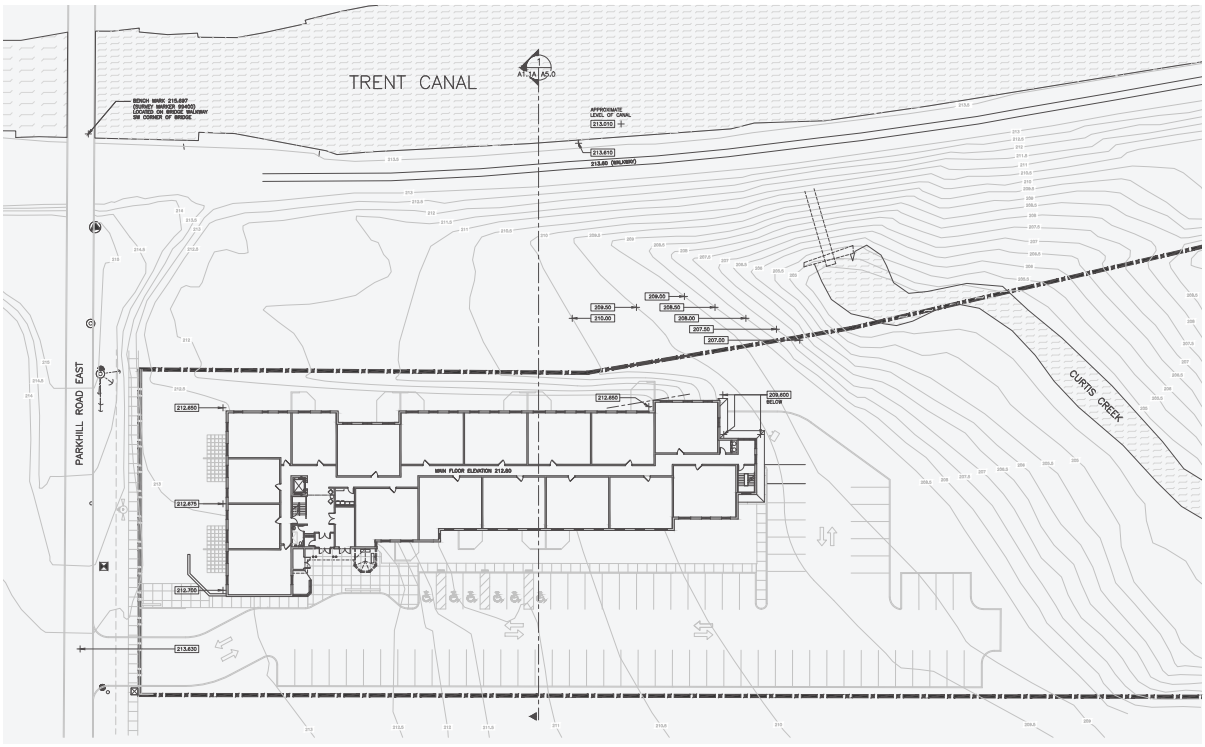
9. A: View from Warsaw Bridge to the development site on the west side of the canal, 2019. (BA)

10. A: Views from the adjacent walkway (over the new creek culvert) to the development site, 2019. (BA)

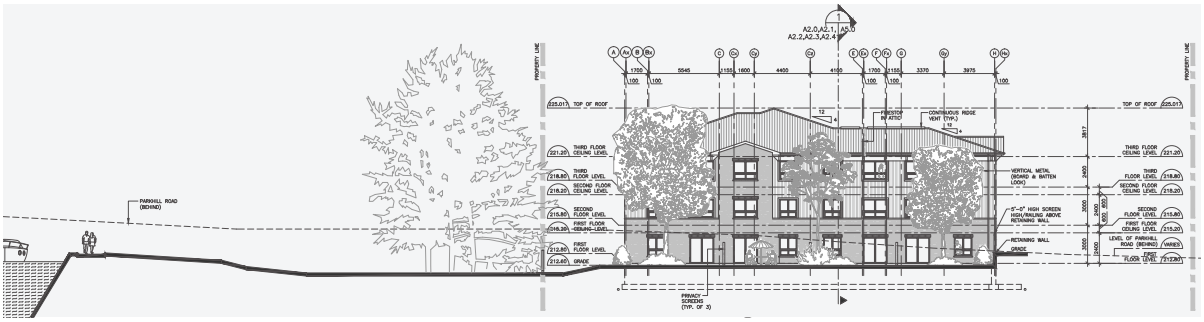
MORE VIEWS ALONG THE CANAL

11. Looking south from the bridge and down the Trent Canal, 2019. (BA)

12. View of lock, bridge and bridgemaster's house form Canal Road, Oct. 2014. (google maps)



13. Topographical plan showing significant changes in grade across the property and in relation to the Trent Canal and Curtis Creek. (Gregg Gordon Architect, GG)



14. North elevation showing varied architectural treatment on the street facing facade as well as the building's spatial relationship to the Trent Canal. (GG)

15. East elevation showing varied architectural treatment on the facade facing the Trent Canal as well as existing trees on the subject property. (GG)

4 Conservation Strategy

The following conservation strategy has been prepared as part of the Re-zoning Amendment application for the proposed development. It presents a conservation approach that responds to the cultural heritage interests related to its siting adjacent to the Trent-Severn Waterway National Historic Site, and comments from PACAC and Parks Canada.

4.1 Proposed Development

The proposed development at 349 Parkhill Road East includes for the construction of a three storey affordable housing apartment building.

The building is accessed from Parkhill Road East via a pedestrian path and two way drive. The main entrance and drop-off are near the road and on the west elevation. The surface parking is set back from the front facade and is not directly visible or prominent from the street.

4.2 Conservation Strategy Discussion

The intent of the Conservation Strategy is to ensure that the proposed multi-unit residential infill project maintains the cultural heritage value and identified heritage attributes of the Trent-Severn Waterway following the policy set out in the *Trent-Severn Waterway Management Plan* and the Parks Canada *Cultural Resource Management Policy*, with consideration of the potential negative impacts set out in the *Ontario Heritage Tool Kit*.

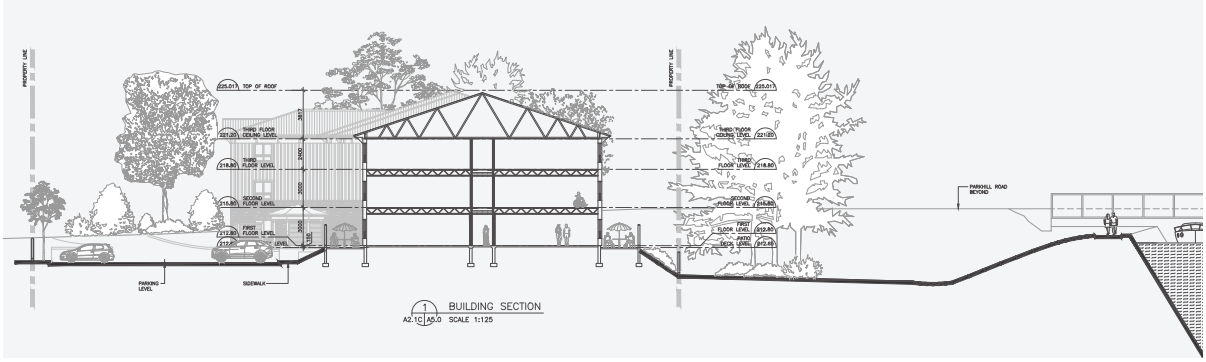
The cultural heritage value of this length of the Trent Canal (Trent-Severn Waterway) is related to the natural environment and picturesque setting of the waterway as a whole. The Parks Canada's evaluation of the adjacent bridge (Warsaw Road Swing Bridge), the bridgemaster's house and the surrounding landscape did not find these elements to be cultural resources under the *Cultural Resource Management Policy*.

Understanding: Understanding of a historic place is an essential first step to good conservation practice, which is normally achieved through documentary and oral research and physical investigation[...] The information collected in this phase will be used throughout the conservation decision making process and should remain accessible.

Planning: Planning is the mechanism that links a comprehensive understanding of an historic place with interventions that respect its heritage value. Planning should consider all factors affecting the future of an historic place, including the needs of the owners and users, community interests and the potential environmental impacts, available resources and external constraints. The most effective planning and design approach is an integrated one that combines heritage conservation with other planning and project goals and engages all partners and stakeholders early in the process and throughout.

Intervening: If the use of a historic place is part of its heritage value, then that use should be retained. Otherwise, a use compatible with its heritage value should be found. A viable use — economic, social or symbolic — will better ensure the long-term survival of a historic place and lessen or prevent deterioration caused by environmental and human activities.

Source: *Standards and Guidelines* (2nd Ed, Chapter 1, The Conservation Decision Making Process)



16. Short building section looking north showing topography and the building's relationship to the Trent Canal. (GG)

IMMEDIATE STREETSCAPE

17. Adjacent buildings to the west on Parkhill Road East - a single family house and four storey apartment. (BA)

18. Varied residential buildings on the north side of Parkhill Road East. (BA)

Along this length of the Trent Canal, both sides display a line of mature trees in front of established low-rise residential neighbourhoods. For much of the year, the views to these vernacular buildings are largely buffered by the mature trees on both the Trent-Severn Waterway lands and on private property. Maintaining the treed backdrop (with urban development beyond) is important to conserving the heritage values related to the natural environment and scenic quality of the waterway.

The architecture has developed from the preliminary building designs in response to a considered understanding of the setting - the topographical relationship between the Trent Canal and the subject property, and views to the site from the Trent Canal and Warsaw Road Swing Bridge. In addition, the applicant has undertaken a tree study to determine the tree make up and health; this will inform the landscape plan being undertaken by local landscape architect Daryl Bankes.

The following mitigation measures were incorporated into the current design to limit impact on cultural heritage resources, including the following:

- *Maintain the existing treed setting on the property*, especially along the east property line adjacent to the Trent Canal lands, as part of the landscape plan. The intent is to maintain the mature trees that largely screen views to the new building from the Trent Canal. A Landscape Plan is to be provided with the Site Plan Control application.
- *Provide variation in the building form*. The building design has developed from the early rectilinear form to include recesses and bump outs that serve the to break up the perception of the building massing. These variations are further articulated with differing roof treatments (gabled topped bays facing the road and the canal) and exterior building material treatment.
- *Provide a varied exterior material palette*. The building elevations show two primary materials - a masonry treatment at the base (lower level) of the building and at vertical bays with a gable roof, and a pre-finished metal treatment on the remaining wall areas. The intent is to use materials that are sustainable, high quality and durable. More information on the material selection will be provided at the time of the Site Plan Control application.

These design approaches serve to ensure that the visual tree buffer is maintained in a healthy state and therefore reduces the visual prominence of the building. The building design with its revised building form, shape, roof line and cladding serve to add visual interest and break up its perceived massing. The intent of these changes is to not disrupt the cohesive treed backdrop of this length of the Trent Canal.

4.3 Impact Assessment

The following table assesses the proposed development in relation to potential negative impacts identified in the *Ontario Heritage Tool Kit.*

Issue	Assessment
Destruction of any, or part of any, significant heritage attributes or features	The proposed development will not impact any identified cultural resources along the Trent-Severn Waterway. It should have a limited visual impact on the tree lined banks of the canal.
Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance	By maintaining the mature tree buffer and providing a building with architectural variety in its form, roof and materials the existing viewscapes should not be significantly impacted.
Shadows created that alter the appearance of a heritage attribute, or change the viability of a natural feature or plantings, such as a garden	While no shadow studies have been undertaken, the setback of the building from the Trent Canal and its placement within the existing mature tree canopy should not change shadowing on the Trent Canal.
Isolation of a heritage attribute from its surrounding environment, context or a significant relationship	There are no individually identified cultural resources located on or adjacent to the property.
Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features	By maintaining the mature tree buffer and providing a building with architectural variety, the views along the treed corridor of the Trent Canal will be maintained.
A change in land use such as a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open space	The application maintains a residential use on the property.
Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource	None known.
Other	None known.

5 Conclusion

This Heritage Impact Assessment finds that the proposed Trent Canal Re-zoning Application at 349 Parkhill Road East allows for the conservation of the heritage value and cultural resources of the adjacent heritage property - the Trent-Severn Waterway NHS. The intent is to maintain the existing visual tree buffer along the east lot line and construct a new three storey apartment (and associated infrastructure) behind the establish tree line.

As part of the Site Plan Control application, I recommend that the following are undertaken and submitted to the City of Peterborough Heritage Coordinator to ensure the proposed development best serves to conserve and enhance the heritage value of this nationally significant waterway:

1. Complete a landscape plan that provides a fulsome understanding of the impact of the new construction on the existing landscape. The landscape plan should:

    - Identify trees to be maintained;
    - Identify trees to be removed;
    - Provide new trees or plantings required to maintain and/or fill out the visual tree buffer along the east lot line;
    - Provide a visual buffer along the west lot line adjacent to the Juliet Road properties; and,
    - Provide tree protection guidelines to prevent tree loss during the construction.

I recommend that the landscape architect review historical landscape plans and/or records at the Trent-Severn Archives so as to inform the landscape design. Dennis Carter-Edwards, PACAC member and former Cultural Resource Specialist for Parks Canada, has offered access to the archives for this purpose.

2. Provide updated architectural drawings with information on the material selection and detailing.

Appendix 1: Trent-Severn Waterway Statement of Commemorative Integrity

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 esigned 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 esources, 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 viewscapes 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'ile 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 otential 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

The construction and operations of the Trent–Severn Waterway

- 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;
- 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.

The evolving relationship of the TSW to development of corridor communities including association with lumbering, milling, hydro-generation, settlement, agriculture and recreational activities.

- 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;
- 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.

The aboriginal use of the Waterway

- 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 region (e.g. complex Middle Woodland mound-building societies in the lower Trent area); and
- 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.

The relationship between the Waterway and the region's rich natural heritage including wetlands, natural shorelines, natural uplands, and wildlife and their habitats.

- 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 environmental quality (e.g. fish and wildlife habitat and water quality);
- 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 geomophological processes including glaciation which moulded the present day landscape.

The Waterway as part of a national historic sites and canals system by which appreciation of Canada is fostered.

Appendix 2: Trent-Severn Waterway Statement of Significance

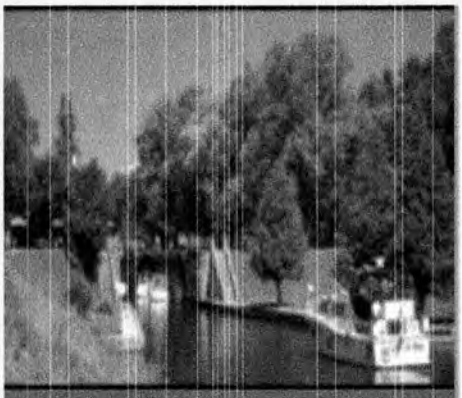
Canada's Historic Places

A Federal, Provincial and Territorial Collaboration

Trent – Severn Waterway National Historic Site of Canada

Main Street, Trenton / Port Severn, Ontario, Canada

Formally Recognized: 1929/05/17



General view of the place

General view of the place

General view

OTHER NAME(S)

Trent – Severn Waterway National Historic Site of Canada

Trent – Severn Waterway

Voie-Navigable-Trent – Severn

LINKS AND DOCUMENTS

Parks Canada web site with a section about the Trent - Severn Waterway.

CONSTRUCTION DATE(S)

1830/01/01 to 1920/01/01

LISTED ON THE CANADIAN REGISTER: 2007/07/11

STATEMENT OF SIGNIFICANCE

DESCRIPTION OF HISTORIC PLACE

The Trent - Severn Waterway National Historic Site of Canada is a natural and man-made waterway that meanders nearly 400 km across central Ontario linking Georgian Bay to the Bay of Quinte. Of particular note, are the hydraulic Lift Lock in Peterborough, Ontario, and the original engineering structures in the Lake Simcoe-Balsam Lake section of the waterway.

HERITAGE VALUE

Trent-Severn Waterway was named a national historic site because it is part of Canada's national canal system.

The heritage value of the Trent-Severn Waterway lies in its legibility and completeness as a transportation route integrated and developed by the Government of Canada early in the 20th century (1882-1920). This is embodied in the many engineering structures, buildings, locks, dams and bridges linked to the waterway, and in those cultural landscapes related to the themes of water power, recreation, natural features and varied uses associated with it.

Specific resources along the canal are of sufficient importance to be designated separately, notably the Peterborough Lift Lock National Historic Site of Canada, acknowledged because it was, and remains, an engineering achievement of international renown because it was the highest hydraulic lift lock ever built and was once reputed to be the largest concrete structure in the world. The Lift Lock was designed by engineers R.B. Rogers & Baird and built in 1904 by Corry and Laverdure Construction (site preparation and concrete work), and Dominion Bridge of Montreal (metal work).

The Lake Simcoe-Balsam Lake section of the Waterway is valued for the high number of surviving unmodified structures dating from the construction period 1900-1907 and because most lockstations in this section retain their integrity from the early 20th-century period.

Source: Historic Sites and Monuments Board of Canada, 1929, Minutes: Commemorative Integrity Statement.

CHARACTER-DEFINING ELEMENTS

Key elements of this site include:
- the route of the waterway,
- the unity and completeness of the waterway, its engineering structures and buildings that support it, and the special cultural landscapes it has generated;
- the continued integrity and legibility of the working assemblage of resources supporting the presence and operations of the waterway over time;
- the massing, design, form, function, materials and details of individual resources, especially the original features of Locks 1-18, and the original design, form and construction materials of Locks 19 (stone), 22 and 23 (concrete), the 44 dams with a high degree of historical integrity, the distinctive design of Dam 13 at Healy Falls, the main dam at Swift Rapids, the 9 bridges exhibiting distinctive types of early 20th-century bridge technology, and in particular the twin span bridge at Young's Point, the 6 original lockstations with a high degree of historical integrity, all machinery and engineering mechanisms related to the historic operations of these resources (especially the lock mechanisms at Locks 19, 22 and 23, the submerged valve mechanism of the main dam at Swift Rapids, and the range of lock mechanisms exhibited from Locks 1-18);

- the disposition and relationship of these resources to their surroundings;
- continued legibility of the special small scale cultural landscapes of the waterway related to water power (physical and functional links between the Waterway and surrounding communities through the distribution and use of power), recreation (particularly in the Kawartha sector where the cultural landscapes at Young's Point and Lovesick retain their historic ties to summer resorts, cottages, steamboat excursions, hunting and fishing) natural features (such as geographic seclusion, pastoral surroundings such as those at Percy Reach, Meyers and Haigues Reach, supportive vegetation, wildlife like the osprey population at Murray Marsh);
- evidence of aboriginal presence such as the burial mounds at Percy Reach and remains at Healy Falls;
- the remnants of a range of industrial activity related to the presence of the canal over time such as limestone quarrying, lumbering, and agriculture;
- the Peterborough Lift Lock in its massing, design, surviving original materials (particularly its concrete and steel chambers) , the integrity of its functional spaces, architectural details (such as its cornices, coping, original operator's cabin, lock chambers, and original railings) and its use as an operating hydraulic lock;
- continuity of the open park-like landscape on the west side of the channel below the Peterborough Lift Lock dating from 1910 with its design elements (walkways, terraces, slopes) and its open vistas;
- the Lake Simcoe-Balsam Lake section with its wide range of resources including lockstations, locks, lock-gate and valve operating mechanisms, dams, canal cuts, embankments, spoils, entrance piers, guard-gates, culverts, bridges, bridge abutment remnants, as well as machinery and cultural landscapes associated with these resources, the continued presence of all historic buildings and structures in this section of the canal in their current massing, design, materials, forms, and locations, the distinguishing design and technological details of each individual resource, and its use for through navigation using manual modes of operation;
- evidence of canal construction activities (including remains),
- legibility of the cultural landscapes and patterns between and among these resources, particularly at Locks 22 and 23.

RECOGNITION

HISTORICAL INFORMATION

ADDITIONAL INFORMATION

NEARBY PLACES

Peterborough CPR Station

175, George Street North, Peterborough, Ontario

The building at 175 George Street North, commonly known as the Peterborough CPR Station, is...

Appendix 3: Architectural Drawings - Gregg Gordon Architect

LEGEND

1A.	1 BEDROOM APARTMENT	1.	MAIN FRONT ENTRY DOORS
2B.	2 BEDROOM APARTMENT	2.	ELEVATOR LOBBY
2C.	2 BEDROOM APARTMENT	3.	LAUNDRY ROOM
2D.	2 BEDROOM APARTMENT	4.	STORAGE ROOM
		5.	OUTDOOR STORAGE ROOM
		6.	MAIL ROOM
		7.	UNIVERSAL WASHROOM
		8.	STAIR
		9.	MECHANICAL / ELECTRICAL ROOM
		10.	GARBAGE / RECYCLING ROOM
		11.	ELEVATOR
		12.	MAIL PICK-UP AREA
		13.	PASSENGER DROP OFF / PICK - UP
		14.	APARTMENT SIGNAGE AND ADDRESS WALL A MINIMUM OF 1.2M HIGHER THAN ADJACENT WALKWAY & GRADE
		15.	PRIVACY SCREEN 6' HIGH
		16.	SERVICE AREA
		17.	RETAINING WALL
		18.	OUTDOOR PATIO / TERRACE C/W PRIVACY SCREEN BETWEEN PATIOS
		19.	ROLL OVER CURB OR CURB LEVEL WITH ASPHALT PAVING AND CONCRETE WALKWAY C/W TACTILE INDICATORS
		20.	GAZEBO / COVERED SITTING AREA

PERTINENT DATA

AREA OF BUILDING	-	1,681.81m²	11.49%
AREA OF PARKING AND DRIVEWAYS	-	2,477.83 m²	16.92%
LANDSCAPE AREA	-	10,482.80 m²	71.59%
TOTAL AREA OF SITE	-	14,642.44 m²	100%
NUMBER OF APARTMENTS	-	53 APARTMENTS	
CAR-PARKING SPACES	-	72	
BARRIER FREE PARKING SPACES	-	6	
B TYPE LOADING SPACE, 3.6m x 6.0m	-	2	

SETBACKS

FRONT YARD	-	13.6 m
SIDE YARD	-	6.0 m
REAR YARD	-	25 m PLUS

BUILDING HEIGHT 3 STOREYS 12.0 M (APPROX.)
COMPLIES WITH O.B.C 3.2.2.48 FOR 45 MIN. FRR BETWEEN FIRE COMPARTMENTS.

ZONING RS (AS AMENDED)

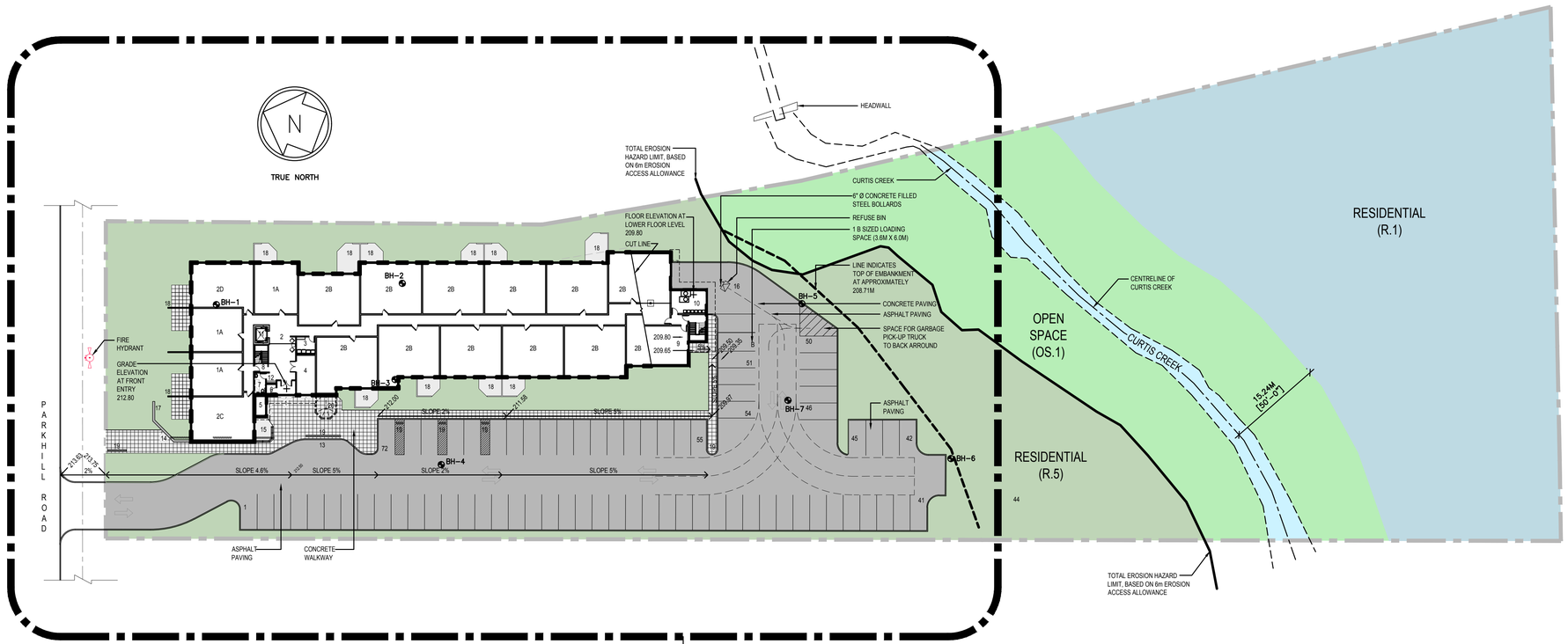
NUMBER OF DWELLING UNITS	= 53
LOT AREA/DWELLING UNIT	= 276.27 SQ.M.
LOT WIDTH	= 51.21m
LOT DEPTH	= 234.71m
SIDE LOT WIDTH	= 6.0m
REAR LOT LINE	= ±137m *1
FRONT YARD SETBACK	= 13.6m
MAXIMUM BUILDING COVERAGE	= 11.57%
NUMBER OF STOREYS	= 3
COVERAGE BY PARKING, DRIVEWAYS	= 16.83%

*1 SETBACK REQUESTED BY ENVIRONMENTAL IMPACT STUDY TO BE MINIMUM OF 15M FROM CURTIS CREEK. ACTUAL SETBACK FROM CURTIS CREEK IS 23.16m AND SETBACK OF BUILDING FROM TOP OF EMBANKMENT IS 7.0m

PARKING PROVIDED 72 PARKING SPACES OR 1.35 CAR PARKING SPACES/DWELLING
HANDICAPPED PARKING SPACES = 6 FOR DISABLED PERSONS
(2) B-SIZED LOADING SPACES PROVIDED

LEGEND

	RESIDENTIAL (R.5)	7,649.26 SQ.M.
	OPEN SPACE (OS.1)	2,878.43 SQ.M.
	RESIDENTIAL (R.1)	4,114.75 SQ.M.
	SITE TOTAL:	14,642.44 SQ.M.



1 / A1.0 OVERALL SITE PLAN
SCALE 1:400

1 / A1.1

NOTES:

1. BUILDING WILL BE SPRINKLERED
2. CUT LINE SHOWN ON DRAWING SEPARATES THE FIRST FLOOR LEVEL PLAN, ILLUSTRATED TO THE NORTH OF THE CUT LINE AND THE PARTIAL BASEMENT AREA TO THE SOUTH OF THE CUT LINE; BOTH SHOWN TO INDICATE THE RELATIONSHIP OF THE TWO FLOOR LEVELS TO THE EXTERIOR AT GRADE.

APARTMENT COUNT

GROUND FLOOR	14	2 BEDS	3	1 BEDS	= 18 APARTMENTS
SECOND FLOOR	14	2 BEDS	3	1 BEDS	= 18 APARTMENTS
THIRD FLOOR	14	2 BEDS	3	1 BEDS	= 18 APARTMENTS
TOTAL	42	2 BEDS	9	1 BEDS	= 53 APARTMENTS

20' 0 20' 40' 60' 80'
SCALE 1/32"=1'-0"

8M 0M 8M 16M 24M
SCALE 1:400

A Detail No
B Location Sheet
C Detailed On

A Detail No
B Sheet No where detailed

PLOT DATE: Jun 24 19

No.	Date	Revision	By
–	–	–	–

Gregg Gordon Architect
516 Hunter Street West Tel. (705) 876-6548
Peterborough, Ontario Fax. (705) 876-9206
K9H 2N1

Orientation: PROJECT NORTH

Seal: ONTARIO ASSOCIATION OF ARCHITECTS — GREGG GORDON LICENCE 2820

Project
TRENT CANAL DEVELOPMENT
349 PARKHILL ROAD EAST,
PETERBOROUGH, ON

Client
MOLONEY DEVELOPMENT DEVELOPMENT
PETERBOROUGH, ONTARIO

Drawing Title
OVERALL SITE PLAN

Drawn By: SANDY/ROBERTS		Date: OCTOBER 2017	
Checked By: G. GORDON		Scale: AS NOTED	
Project No: 16047	Sheet No: A1.0		Rev. No

LEGEND

1A.	1 BEDROOM APARTMENT
2B.	2 BEDROOM APARTMENT
2C.	2 BEDROOM APARTMENT
2D.	2 BEDROOM APARTMENT

1. MAIN FRONT ENTRY DOORS
2. ELEVATOR LOBBY
3. LAUNDRY ROOM
4. STORAGE ROOM
5. OUTDOOR STORAGE ROOM
6. MAIL ROOM
7. UNIVERSAL WASHROOM
8. STAIR
9. MECHANICAL / ELECTRICAL ROOM
10. GARBAGE / RECYCLING ROOM
11. ELEVATOR
12. MAIL PICK-UP AREA
13. PASSENGER DROP OFF / PICK - UP
14. APARTMENT SIGNAGE AND ADDRESS WALL A MINIMUM OF 1.2M HIGHER THAN ADJACENT WALKWAY & GRADE
15. PRIVACY SCREEN 6' HIGH
16. SERVICE AREA
17. RETAINING WALL
18. OUTDOOR PATIO / TERRACE C/W PRIVACY SCREEN BETWEEN PATIOS
19. ROLL OVER CURB OR CURB LEVEL WITH ASPHALT PAVING AND CONCRETE WALKWAY C/W TACTILE INDICATORS
20. GAZEBO / COVERED SITTING AREA

PERTINENT DATA

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AREA OF PARKING AND DRIVEWAYS	-	2,477.83 m²	16.92%
LANDSCAPE AREA	-	10,482.80 m²	71.59%
TOTAL AREA OF SITE	-	14,642.44 m²	100%
NUMBER OF APARTMENTS	-	53 APARTMENTS	
CAR-PARKING SPACES	-	72	
BARRIER FREE PARKING SPACES	-	6	
B TYPE LOADING SPACE, 3.6m x 6.0m	-	2	

SETBACKS

FRONT YARD	-	13.6 m
SIDE YARD	-	6.0 m
REAR YARD	-	25 m PLUS

BUILDING HEIGHT 3 STOREYS 12.0 M (APPROX.)
COMPLIES WITH O.B.C 3.2.2.48 FOR 45 MIN. FRR BETWEEN FIRE COMPARTMENTS.

ZONING RS (AS AMENDED)

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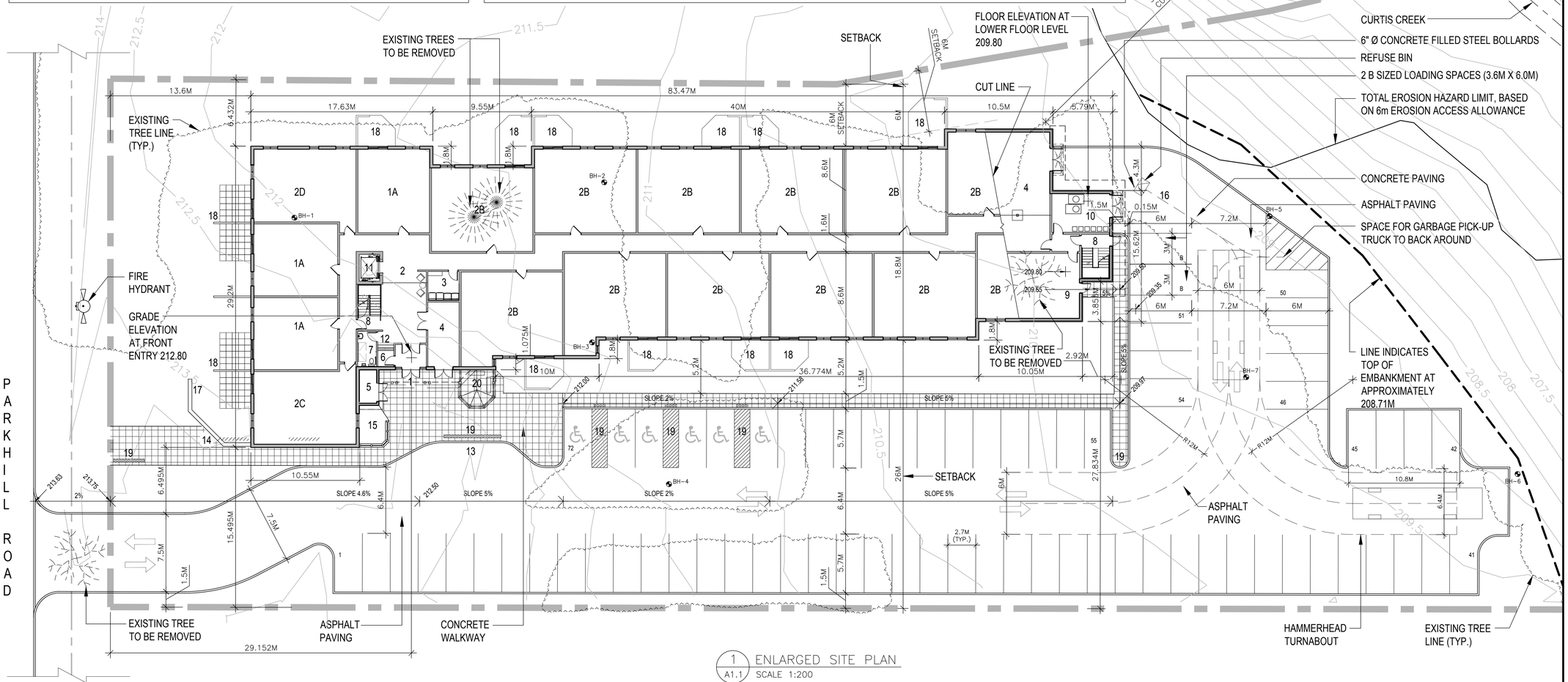
(2) B-SIZED LOADING SPACES PROVIDED



1 / A1.1 ENLARGED SITE PLAN
SCALE 1:200

10' 0 10' 20' 30' 40'
SCALE 1/16"=1'-0"

4M 0M 4M 8M 12M
SCALE 1:200

A Detail No
B Location Sheet
C Detailed On

A Detail No
B Sheet No where detailed

PLOT DATE: Jun 24 19

No.	Date	Revision	By
–	–	–	–

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Orientation: PROJECT NORTH

Seal: ONTARIO ASSOCIATION OF ARCHITECTS, GREGG GORDON, LICENCE 2820

Project
TRENT CANAL DEVELOPMENT
349 PARKHILL ROAD EAST,
PETERBOROUGH, ON

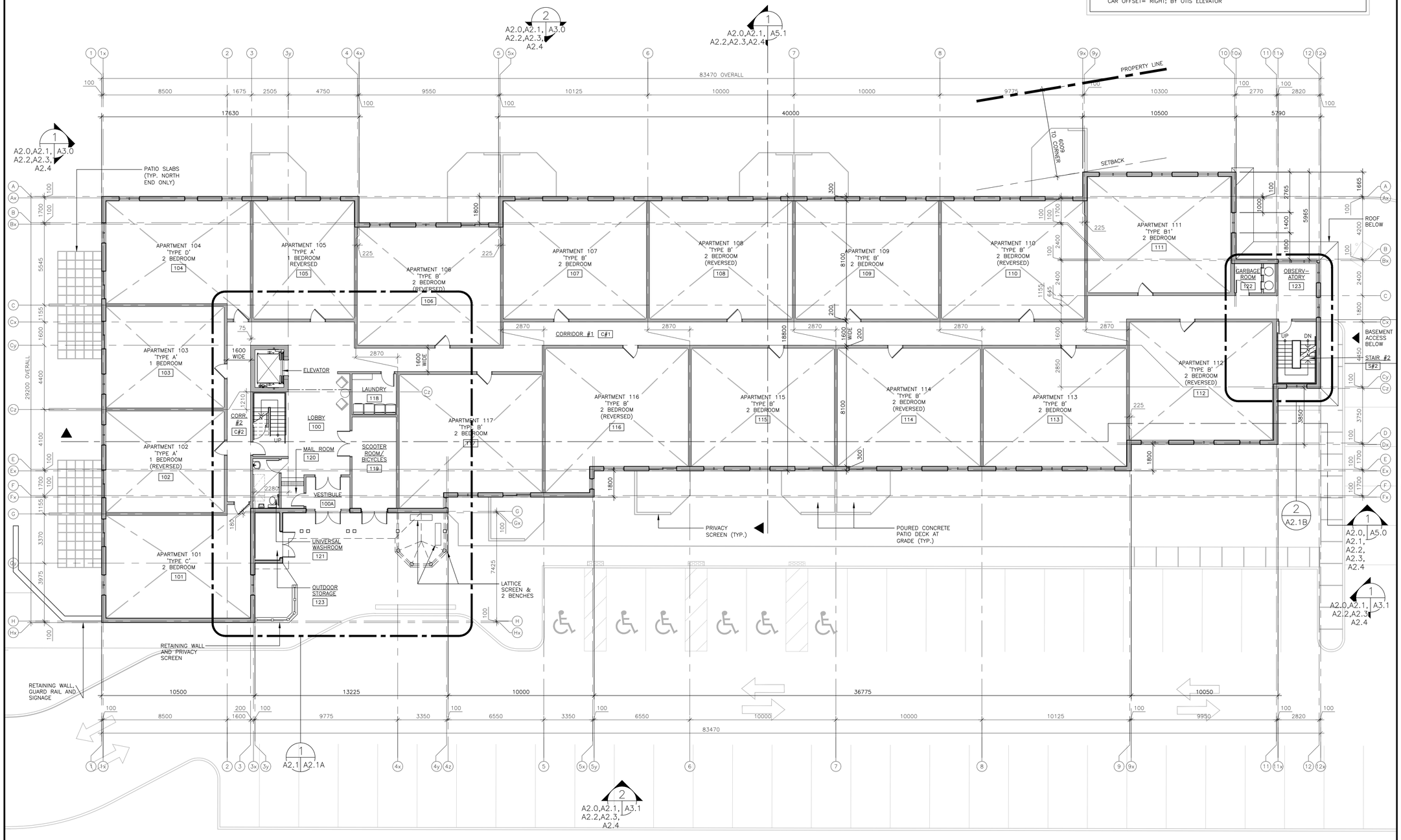
Client
MOLONEY DEVELOPMENT DEVELOPMENT
PETERBOROUGH, ONTARIO

Drawing Title
ENLARGED SITE PLAN

Drawn By: SANDY/ROBERTS	Date: OCTOBER 2017	
Checked By: G. GORDON	Scale: AS NOTED	
Project No: 16047	Sheet No: A1.1	Rev. No:

NOTES

1. DISTANCE BETWEEN THE TWO FIRE EXIT STAIRS IS APPROXIMATELY 74M. THE CODE PERMITS A DISTANCE BETWEEN EXITS OF 90M WHEN THE BUILDING IS SPRINKLERED (THE ACTUAL DISTANCE PERMITTED IS 45M FROM AN APARTMENT ENTRY DOOR TO THE NEAREST EXIT)
2. ELEVATOR SHOWN IS A HYDRO FIT MACHINE ROOM LESS ELEVATOR, MRL 3,000 lb WITH CENTRE DOOR OPENING, CAR OFFSET= RIGHT; BY OTIS ELEVATOR HOISTWAY SIZE = 8'-6" X 6'-6" INSIDE DIMENSION.
3. AN APARTMENT "TYPE E" IS A TWO BEDROOM APARTMENT. THERE ARE A TOTAL OF TWO "TYPE E" APARTMENTS, ONE EACH LOCATED ON THE SECOND AND THIRD FLOOR LEVELS ABOVE THE LOBBY, VESTIBULE, LAUNDRY ROOM, SCOOTER ROOM/BICYCLES AND UNIVERSAL WASHROOM.



1 A2.1 FIRST FLOOR PLAN
SCALE 1:125

SCALE 3/32"=1'-0"

SCALE 1:125

A Detail No
B Location Sheet
C Detailed On

A Detail No
B Sheet No where detailed

PLOT DATE: Jun 24 19

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Orientation: PROJECT NORTH

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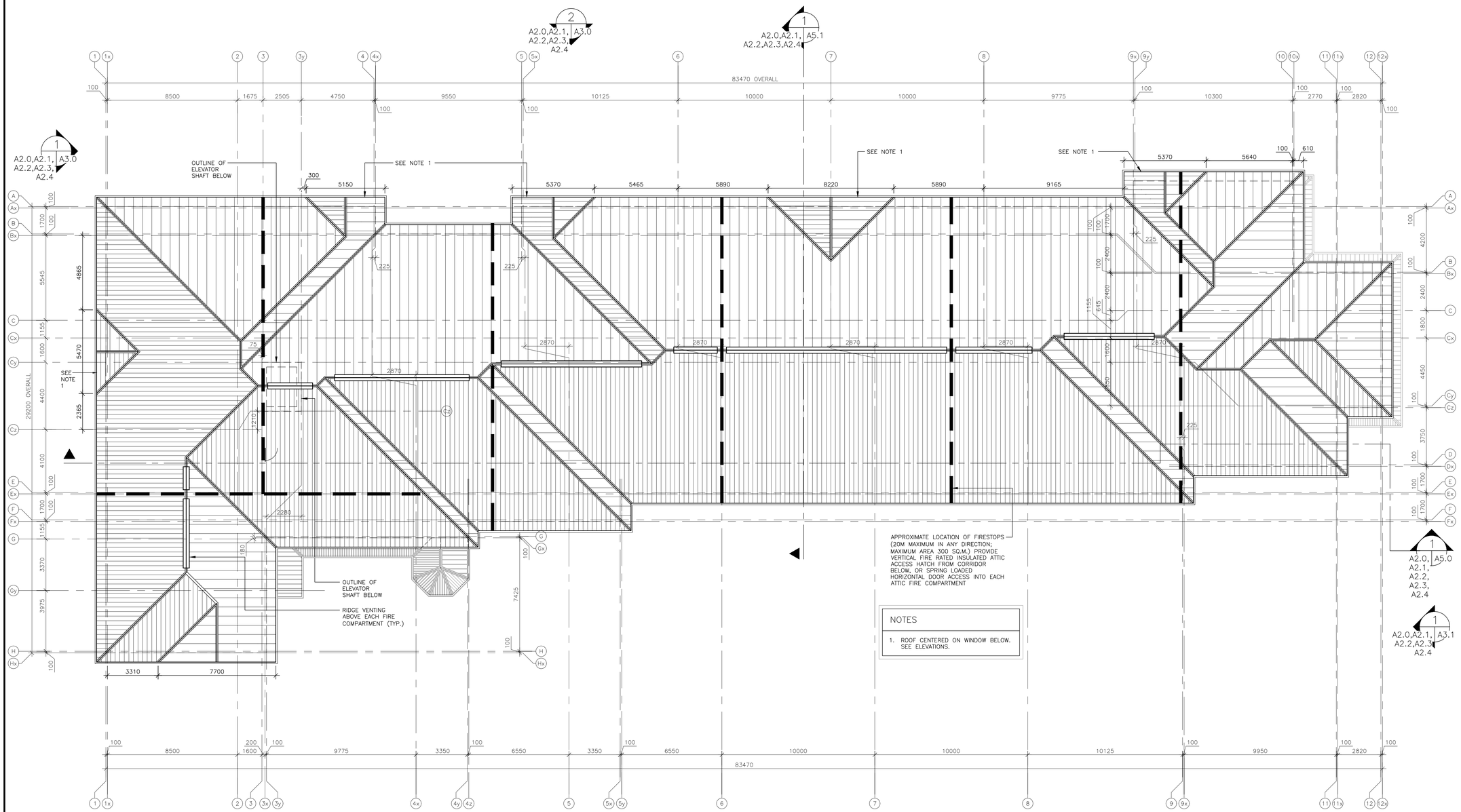
Project
TRENT CANAL DEVELOPMENT
349 PARKHILL ROAD EAST,
PETERBOROUGH, ON

Client
MOLONEY DEVELOPMENT DEVELOPMENT
PETERBOROUGH, ONTARIO

Drawing Title
FIRST FLOOR PLAN

Drawn By	Date
SANDY/ROBERTS	OCTOBER 2017
Checked By	Scale
G. GORDON	AS NOTED
Project No	Sheet No / Rev. No
16047	A2.1



NOTES

1. ROOF CENTERED ON WINDOW BELOW. SEE ELEVATIONS.

4' 0 5' 10' 15' 20'
SCALE 3/32"=1'-0"

2M 0M 2M 4M 6M
SCALE 1:125

A Detail No
B Location Sheet
C Detailed On

A Detail No
B Sheet No where detailed

PLOT DATE: Jun 24 19

No.	Date	Revision	By
–	–	–	–

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Orientation

PROJECT NORTH

Seal

ONTARIO ASSOCIATION OF ARCHITECTS
GREGG GORDON
LICENCE
2820

Project

TRENT CANAL DEVELOPMENT
349 PARKHILL ROAD EAST,
PETERBOROUGH, ON

Client

MOLONEY DEVELOPMENT
DEVELOPMENT
PETERBOROUGH, ONTARIO

Drawing Title

ROOF PLAN

Drawn By	Date
SANDY/ROBERTS	OCTOBER 2017
Checked By	Scale
G. GORDON	AS NOTED
Project No	Sheet No / Rev. No
16047	A2.4

1 NORTH ELEVATION

A2.0,A2.1, A2.2,A2.3,A2.4 | A3.0 SCALE 1:125

2 EAST ELEVATION

A2.0,A2.1, A2.2,A2.3,A2.4 | A3.0 SCALE 1:125

4' 0 5' 10' 15' 20'

SCALE 3/32"=1'-0"

2M 0M 2M 4M 6M

SCALE 1:125

A Detail No
B Location Sheet
C Detailed On

A Detail No
B Sheet No where detailed

PLOT DATE: Jun 24 19

No.	Date	Revision	By
–	–	–	–

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Project

TRENT CANAL DEVELOPMENT
349 PARKHILL ROAD EAST,
PETERBOROUGH, ON

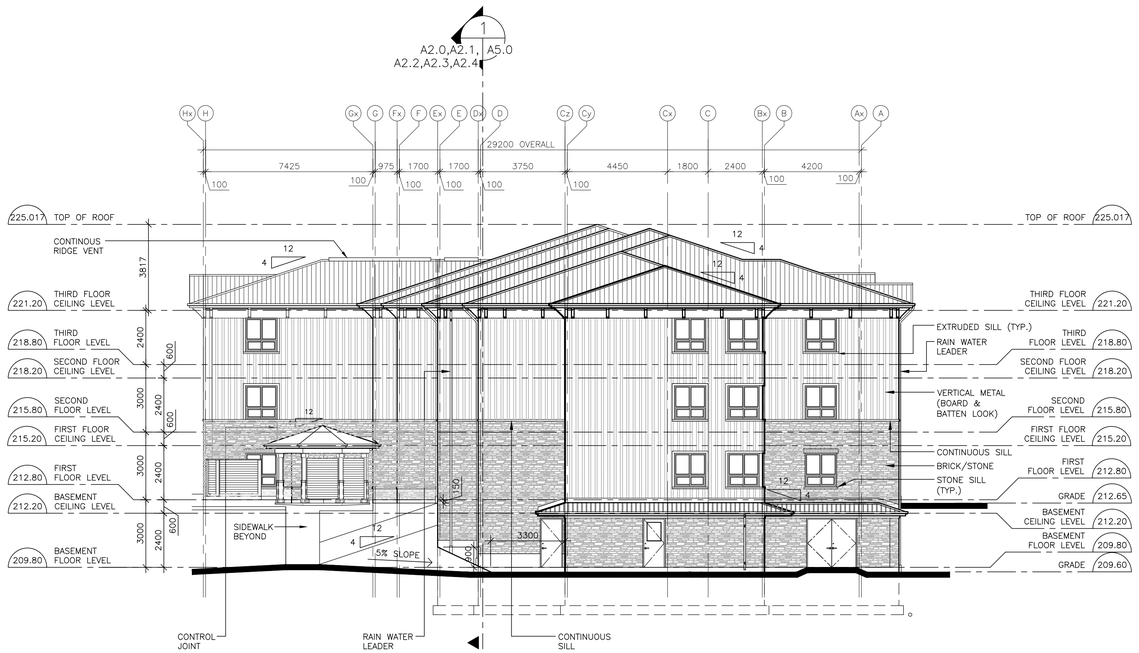
Client

MOLONEY DEVELOPMENT DEVELOPMENT
PETERBOROUGH, ONTARIO

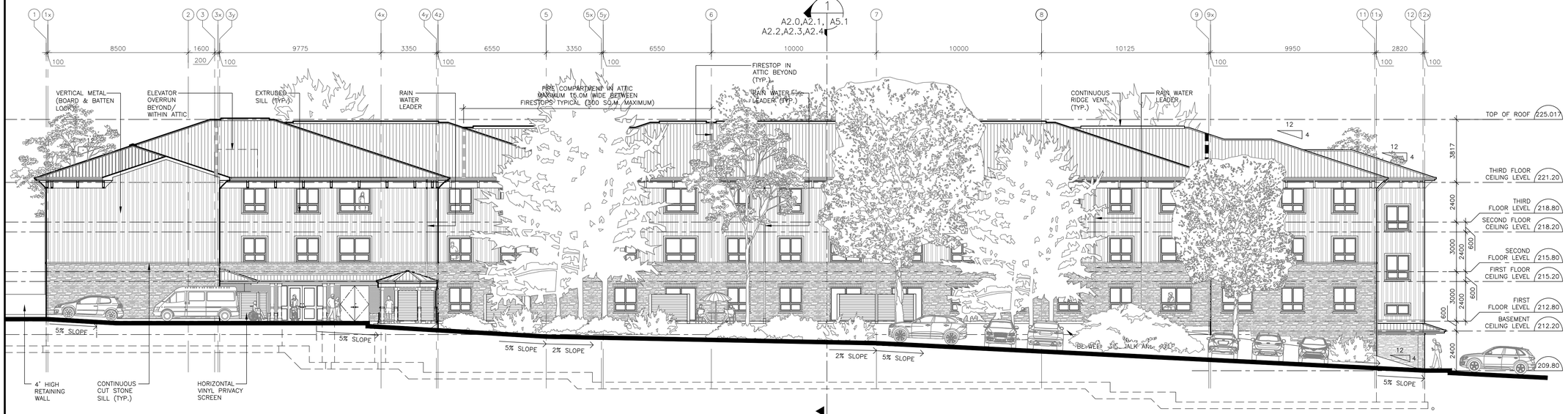
Drawing Title

EXTERIOR ELEVATIONS

Drawn By: SANDY/ROBERTS	Date: OCTOBER 2017
Checked By: G. GORDON	Scale: AS NOTED
Project No: 16047	Sheet No: A3.0
	Rev. No:



1 SOUTH ELEVATION
A2.1,A2.1A, A3.1 SCALE 1:125
A2.2,A2.2A,
A2.3,A2.3A,A2.4



2 WEST ELEVATION
A2.1,A2.1A, A3.1 SCALE 1:125
A2.2,A2.2A,
A2.3,A2.3A,A2.4

4' 0 5' 10' 15' 20'
SCALE 3/32"=1'-0"

2M 0M 2M 4M 6M
SCALE 1:125

A Detail No
B Location Sheet
C Detailed On

A Detail No
B Sheet No where detailed

PLOT DATE: Jun 24 19

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16047	A3.1