

Lake Superior Water Trail

A Strategic Planning Report for a
Trans Canada Trail Waterway Route
between Sault Ste. Marie and Thunder Bay



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i. Acronyms

BFN =	Batchewana First Nation
CA =	Lakehead Region Conservation Authority
FN =	First Nation
LSPP =	Lake Superior Provincial Park
LS NMCA =	Lake Superior National Marine Conservation Area- A 10,000 square kilometer area on the Superior North Shore between Sleeping Giant PP and Slate Islands PP is in the process of being designated as the largest protected area for freshwater in the world encompassing the lake bottom and islands mostly of 100 square hectares or less.
LSWC =	Lake Superior Watershed Conservancy is an international non-profit organization dedicated to ensuring the long-term sustainable health of the total Lake Superior watershed through basin-wide communication, education, scientific study, preservation and conservation of Lake Superior and its ecosystems.
LSWT =	Lake Superior Water Trail
MFN =	Michipicoten First Nation
MNR =	Ontario Ministry of Natural Resources
MTO =	Ontario Ministry of Transportation
PP =	Provincial Park
SSM =	Sault Ste. Marie
TCT =	Trans Canada Trail
TCTO =	Trans Canada Trail Ontario
TBFN =	Thunder Bay Field Naturalists
VTA =	Voyageur Trail Association

ii. Acknowledgments

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1.0 Executive Summary

Set in one of the most beautiful and ecologically important landscapes in Canada, the Lake Superior Water Trail (LSWT) is poised to become a signature section of the Trans Canada Trail (TCT), contributing to, and relying on, a broadly informed community vision for the coast. Lying at the top of the Great Lakes chain, this inland sea is the largest freshwater lake in the world and a life source for surrounding communities and beyond. Designating the North Shore of Lake Superior as a Water Trail component of the TCT will draw paddlers, nature enthusiasts and other travelers from all over the world. It will offer important opportunities to local Anishnaabe/First Nation communities and potentially Metis groups, municipalities, outdoor/nature associations, historical/cultural organizations, research agencies and outfitters, as well as present unique challenges unlike any other section of the TCT. The results of this preliminary planning effort has demonstrated that success of the LSWT depends on commitment from local stakeholders to support and maintain the trail, and as such, long-term planning needs to proceed as a comprehensive, environmentally-sound, community-engaged process for the region, emphasizing the natural beauty, cultural and historical presence of Anishnaabe/First Nation and Metis communities, and diverse outdoor opportunities along this understated Great Lakes region. Under direction of the TCT Strategic Planning Steering Committee for the North Shore of Lake Superior, the LSWT team developed and implemented a plan between May and October, 2013 which allowed for the identification of key candidate Water Trail access points and geographical considerations, with attention to diverse waterway user capacities and community interests. The following report documents findings related to the four proposed objectives, summarizing the outcomes of the mapping, community engagement and site-visit efforts. These activities and outcomes have informed a recommendations and implementation strategy which will catalyze the project into the next stage.

1.1 Definition of a Water Trail

Water Trails, or “Blueways,” are marked, designated routes on coastlines, lakes and rivers for people using non-motorized watercraft such as canoes and kayaks for single-day and multi-day trips. Water Trails are comprised of a series of safe and suitable candidate Water Trail access points to get on and off the water, day-use landings, and, in some areas, overnight campsites. These recreational and educational corridors link a series of locations which can provide attributes such as Water Trail information; washroom and shelter facilities; paddling guides and instructors; camping and local accommodation; associated retail and rental services to provide safe, enjoyable and educational participation of the water trail.

1.2 Naming the Lake Superior Water Trail

Lake Superior Water Trail development supports a broader Lake Superior Water Trail initiative that circumnavigates Lake Superior. Currently, the designation “Water Trail” is a recognized title for this kind of initiative as there is an understanding about what Water Trail signifies. There are numerous studies and multiple designated Water Trails already in existence. At this time, the two longest running Lake Superior Water Trails are the *Minnesota Lake Superior Water Trail* and the *Wisconsin Lake Superior Water Trail*. If the Lake Superior Water Trail is to cultivate economic benefit for Lake Superior communities, then it is essential that a vision for the trail reflects the broader context of the Lake Superior region, including a much broader, inter-related world of Lake Superior trails, drawing in diverse geographical and cultural histories. The title for this section of trail thus should be considered from an “identity” point of view, where there may be various names, linked to the broader LSWT. Where there currently exists named sections for example that do not include the words *Lake Superior Water Trail*, like the *Keweenaw Water Trail* or the *Hiawatha Water Trail*, there is an understanding that these are unique features and would ultimately be part of the whole Lake Superior Water Trail. From a First Nations point of view, it is also viewed as an opportunity to further identify traditional language and place names throughout the Lake Superior Water Trail, identifying specifically with particular communities. An Anishnaabe name could be considered for the whole of the trail, alongside the Lake Superior Water Trail.

For communities on the North Shore of Lake Superior who would wish to be part of this total initiative, an important economic consideration relies on linking up these many sections and cultivating awareness among people from other sections (MN, WI and MI) to identify with the total *Lake Superior Water Trail*. This is where the base of actual water trail users will largely come from. As an example, trail users would experience, for example, the *Hiawatha Water Trail* at *Pictured Rocks National Lakeshore* in Michigan, and as a result of accessing a single site, not only become aware of other water trails in Michigan but would also be made aware of this 800-

km Lake Superior Water Trail from Gros Cap to Thunder Bay *as a section of* the total 24,000 km Trans Canada Trail.

2.0 Objective One: Assessment of the Trans Canada (Blue) Trail - Sault Ste. Marie to Thunder Bay, ON

Between May and October of 2013, the team engaged in extensive mapping, access site assessment and community engagement efforts along the north shore of Lake Superior. As a result of these efforts, the team has successfully accomplished the following:

1. A preliminary trail route has been developed through GIS-based analysis and the mapping of forty-four (44) logical candidate Water Trail access points between Sault Ste. Marie and Thunder Bay. The route was assessed with the following points in mind.
 - The LSWT route is *a coastline route without portages* which means that there is not a cost associated with the *building and maintaining* of a trail. Given that this coastline is relatively sparsely populated, and that economic opportunities associated with trail development are in their infancy, the LSWT assessment team felt that it was essential to provide the opportunity for *all communities* to prosper from it by having access to it, and enabling the connectivity to land-based trail systems. Therefore, a Main Route has been mapped out along with Tributary Routes.
 - Candidate Water Trail access points on the eastern and western ends of the LSWT connect to the 24,000 km ocean to ocean to ocean TCT route. For the eastern access point, consideration was given to the St. Mary's River, Whitefish Island and the Sault Ste. Marie Canal National Historic Site but it was felt that the industrial shoreline upstream of the city's waterfront presented difficulties for the Water Trail user. The natural and historic Lake Superior gateway at Gros Cap was a more favourable choice. There is also a desirable connectivity with the TCT cycling route through Sault Ste. Marie since Gros Cap is a popular cycling destination. And a beautiful stretch of Voyageur Hiking trail traverses the Gros Cap area. For the western access point consideration was given to three areas in Thunder Bay; Mission Marsh on the Kaministiquia River, Marina Park and Fisherman's Park. All of these, in their own way, are suitable TCT LSWT access points. However Fisherman's Park seemed the most logical choice for the TCT LSWT to link up with Thunder Bay's TCT land-based trail system through the city.
 - Although obvious, it is important to note that the route planning was considered from a paddler's perspective. We asked the question "*What would make the finest paddling route for Water Trail users?*"
2. In addition to these 44 candidate Water Trail access points, the LSWT team has engaged and continues to engage, in ongoing dialogue with the following First Nations towards identifying 6 potential additional access points:

- Goulais Mission – Batchewana First Nation
 - Batchewana FN
 - Michipicoten FN
 - Pic River FN Kwewiskaning Trailhead
 - Pays Plat FN
 - Red Rock Indian Band on Lake Helen
3. A detailed assessment of each of the forty-four candidate Water Trail access points.
 4. Community engagement and partnership development through meetings, interviews and consultations with over one hundred stakeholders.
 5. A highlight of key issues with a preliminary “recommendations and implementation” strategy.

3.0 Objective Two: Summary of sites

The following summary of the forty four (44) candidate Water Trail access points is a product of both physical site visits and extensive dialogue with over one hundred stakeholders and community representatives from Sault Ste. Marie to Thunder Bay. Each of the candidate Water Trail access points was assessed for:

- Available amenities
- Signage and what would be recommended
- Road conditions and parking availability
- Recommendations for upgrades *such as* additional washroom facilities or washroom upgrades
- Potential and/or existing neighbourhood issues
- Recommendations addressing key issues such as need for: paddle sports community, outfitters, rental operators, guides and interpreters (relating to larger overall challenges of operating small entrepreneurial businesses in tourism in Northern Ontario)
- Recommendations addressing lack of understanding about Water Trails - community benefits and opportunities
- Concerns regarding the danger of paddling on Lake Superior
- Ease of access to sites via water and roadway

The community members and other stakeholders involved in initial dialogue around the water trail included representatives from six First Nations, three provincial parks, the National Marine Conservation Area (NMCA), one national park, ten Economic Development Corporations, regional and municipal ministry bodies, environmental groups, nature conservancies, private businesses, trail advocacy groups, and many others. These individuals and groups contributed

significantly to a more extensive exploration of the risks and opportunities along the proposed trail and overall vision. Community members were integral in elevating our capacity to identify and flag some of the key issues that will need to be addressed as the project moves forward. At this point in the planning process, the interest and enthusiasm demonstrated presents tremendous potential for the water trail and a general readiness of communities and stakeholders to move forward in partnership to the next phase.

Due to the multitude of candidate Water Trail access points and the extensive details recorded for each specific site, we have organized the key issues into the following five comprehensive categories: Legal Proprietary, Cultural/Historical, Site Risk Level, Financing & Long-Term Maintenance and Key Ecological Considerations & Landmarks. These categories address the most dominant and pressing issues that have surfaced throughout our site visits, community engagement and mapping efforts. We have also included a more thorough portrayal of each specific candidate Water Trail access point in “Appendix C” of this report, which links to the detailed data-collection spreadsheet (please see Appendix C, pg. 24).

3.1 Legal Proprietary Issues

The Lake Superior Water Trail is located within Anishnaabe (First Nation) traditional territory, from Bawating (“Place of the Rapids” or Sault Ste. Marie) up to Animikii-wiikwedong (Thunder Bay). Diverse terminologies related to ownership and jurisdiction over land and water in this region have been noted with proprietary arrangements and definitions for the region that include “crown”, “crown patent”, areas under treaty - including the two treaties now known as the “Robinson Huron and Robinson Superior Treaties” (1850), areas under potential land claim, land trusts (nature conservancy) land, municipal land and privately held land. There is no specific area identified that presently poses legal challenges or problems for the implementation of the water trail.

This said, the LSWT depends on broad historical recognition of Anishnaabe land occupancy (see Cultural Historical section below) for the whole of the region, as well as the recognition that in some cases, legal title has been asserted by other stakeholders (private, municipal, crown etc.) in sites along the TCT Lake Superior Water Trail coastal route and tributary routes. While there may be discrepancies regarding interpretation of legal title, this does not stand to affect the trail. The approach to the development of the trail regarding land title, is to recognize the longstanding Anishnaabe presence and traditional territories (including water ways) within the storied land and waterscapes of the trail area.

While there may be the potential for conflicting interpretations of “ownership,” these generally remain beyond the scope of the LSWT. Indeed Anishnaabe historical occupancy is a transversal theme that will inform much of the subsequent, long term efforts of the LSWT.

Batchewana First Nation, for example, has described the full extension of the proposed trail area in terms of traditional territorial use and occupancy in both meetings with the LSWT team, as well as in their publicly available documentation:

Like other Ojibwe in the upper Great Lakes, the Batchewana First Nation has exercised its responsibility to use, possess and protect the waters, lands and resources from time immemorial. The Creator placed our people at Bawahting (the rapids at what is now called Sault Ste. Marie) with laws and responsibilities to live in harmony with all Creation. Our elders have told us when the Creator told the crane to choose a homeland, the crane flew around and settled at Bawahting where there was an abundance of fish. The elders say that our original territory extended from the area around Bawahting and up the coast of Lake Superior as far as what is now Pukaskwa National Park, including islands in the lake, and to the north and northeast beyond the height of land. In 1849 this territory was confirmed when two government agents, Vidal and Anderson, were sent to enquire into the traditional territories of the various First Nations. BFN continues to hold and to assert rights and interests in its original territory just as it did prior to any treaty with the Crown. (Batchewana First Nation, 2013)

Anishnaabe communities along the coast have also expressed interest in involving local historians, students and other community members involved in the development of the water trail, in efforts to reassert Anishnaabe place names on water trail maps and document histories and stories of key sites. This will serve as an excellent educational resource for future TCT users, as well as First Nation communities and region broadly speaking.

3.1.1 Possible Extensions

In order for this Water Trail to become a total Lake Superior Water Trail circumnavigating Lake Superior, two extensions are necessary on the Canadian side.

First Extension: There is 6 km-4 mile stretch of Lake Superior shoreline south of Gros Cap Harbour that connects with the Michigan shoreline. The Eastern Upper Peninsula Regional Planning and Development Commission in Sault Michigan is working on the Water Trail between Sault Michigan west to the Hiawatha Water Trail at Grand Marais, Michigan on Lake Superior south shore.

Second Extension: Just southwest of the TCT LSWT Fisherman's Park access at Thunder Bay, a potential extension of the Sault Ste. Marie-Thunder Bay LSWT includes a portion of the traditional voyageur route, linking Fisherman's Park with the Kaministiquia River and southwest to the Pigeon River. This area's legal ownership arrangements include the City of Thunder Bay, Neebing Township, Fort William First Nation, Pigeon River Provincial Park, Thunder Bay Field Naturalists and private owners, and would need to be assessed in a separate project to

complete a link with Minnesota's Lake Superior Water Trail. Although developing this portion of the Lake Superior Water Trail is beyond the scope of the TCT project, it is worth noting the existence of the historical interpretative centres of Old Fort William in Thunder Bay and Grand Portage National Monument in Minnesota. Together they preserve and animate a crucial story component of the Lake Superior Water Trail---the fur trade history and related Anishinaabeg Ojibwe heritage. (See pg. 11 in this report).

3.2 Cultural/Historical

Gichigami (Big Water) is the Ojibwe name for Lake Superior and each and every candidate Water Trail access point is linked in some way to the history and cultural richness of the area. A primary interest expressed by First Nation (Ojibwe or Anishnaabe) community leaders and members is to re-establish the original names for places along the water trail. The water trail or "Traditional Highway" is abundant in sites and stories that speak to the history of the surrounding First Nations and many communities who have and continue to depend on the water, shoreline and lake ecosystems for socio-economic and cultural sustenance. Some of these sites harbor a greater degree of historical and cultural sensitivity, some of which have already been identified, however further research and engagement is necessary to ensure that these sites are adequately safeguarded and respected as planning and implementation of the water trail moves forward.

Conversations with people from First Nations, multiple communities, the MNR, stewardship groups, private landowners, provincial and national parks and others have and will continue to contribute to an extensive identification of those key sites, as well as how the water trail can ensure an adequate strategy for addressing these concerns.

For example, mapping and representation of traditional place names, routes and territory can only be made possible through a process of collaborative dialogue and planning with First Nations. Conversations with Batchewana First Nation have already touched upon this collaborative vision and the need for education, cooperation and community engagement in adequately representing and mapping traditional territory.

In addition, another notable example of this necessary and ongoing conversation and collaborative effort lies with the "lighthouse protection group" from Thunder Bay who are enthusiastic about linking the history of existing lighthouses to the Water Trail. This partnership would contribute to the inclusion of these sites as trail highlights and sites of significance; benefiting the communities that they are connected to, but also playing an integral role in informing an adequate approach to ensuring the protection of these historical structures.

Another asset is the work of nature conservancies such as the Lake Superior Watershed Conservancy, the Nature Conservancy of Canada, and the Thunder Bay Field Naturalists which have provided protection for cultural and ecological sites along the Water Trail. These



organizations represent important educational and site resources for the LSWT. Some of these include the Gargantua Islands (LSWC), Wilson Island (NCC), and Paradise Island (TBFN). The water trail could be a mechanism for private landowners to donate, sell or provide easements for public

access, and/or day use, and/or camping, which would enhance the overall cultural and ecological draw to the trail.

(Pictured above: Gargantua Islands off Lake Superior Provincial Park. © Gary McGuffin)

(Pictured right: Battle Island Lighthouse – Lake Superior Water Trail Heritage Asset. © Gary McGuffin)



Following in the wake of glacial recession 11,000 years ago, nomadic hunting people migrated into the region that is now the North Shore of Lake Superior. North American trade routes were well established by the time European explorers arrived in the 17th century. European intentions were based mainly on bolstering the wealth and power of distant nations through mapping and claiming the land and harvesting the natural riches. A vast fur trade empire built up around the trapping of furbearers, which resulted in permanent settlements. This important

historical thread linking the total lake is particularly relevant to the 800 km TCT LSWT. For many decades, it was a significant linkage in the 5000 km fur trade route between Montreal in the east and Fort Chipewyan in the west. The site at Michipicoten Post Provincial Park has the distinction of being the longest running Hudson Bay Post on Lake Superior. The local outfitter offers experiences on the LSWT via a 36-foot canot du maître (Montreal canoe). With the addition of skilled guides and interpreters, we imagine the potential of this type of large, voluminous, stable vessel being employed along the LSWT in various communities to offer an inclusive Water Trail experience to people of all ages and levels of paddling skill.



Modern-day voyageurs paddling a 36-foot canot du maître at the mouth of the Michipicoten R. © Gary McGuffin

3.3 Significant Risks

At the forefront of significant risks lies trail-user safety. Lake Superior's fluctuating conditions elicit questions around visitor safety, accountability/liability and adequate identification of hazards which are currently, and will continue to be, fully assessed, explored and addressed in the implementation phase. As a direct outcome of the team's site visits to each of the candidate Water Trail access points, we were able to assess and rate the degree of risk at each location. As can be seen in Appendix C, we have assigned each candidate Water Trail access point a safety rating between one and five; one being lowest risk and five being the highest risk.

Throughout the extensive site visits, it was determined that nearly all sites have a rating between one and three.

The most significant risks along the water trail are those posed by changing wind conditions and the temperature of the water, therefore the degree of risk is highly dependent on those fluctuations. In light of this, the most pressing issue then becomes paddler experience, knowledge of lake conditions and alternate points of access when wind conditions are an inhibiting factor to trail-user safety. In response to this, we have also assessed the “ease of access,” based on the site conditions specific to each candidate Water Trail access point. Fostering trail user safety would require mapping the sites and the route in an accessible and easy-to-read way so that paddlers can make the most safety-oriented and educated decisions as conditions fluctuate throughout their journey. A more comprehensive infrastructure for the water traveler on Lake Superior would be highly desirable. Increasing the availability of trained guides and instructors, the availability of suitable Lake Superior watercraft for rent, the development of uniform Lake Superior Water Trail maps, guidebooks and signage would not only address the issue of paddler safety, but also provide much needed local economic development.



Pictured Left: Example of Voyageur Hiking Trail Interpretive signage near Schreiber © Gary McGuffin

Pictured Right: Rossport Harbour washroom facilities © Gary McGuffin

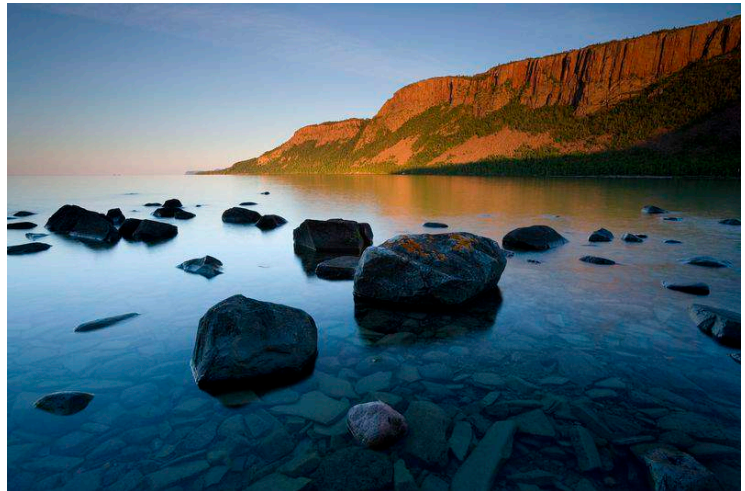
3.4 Financing and Long-Term Maintenance (i.e. Signage, parking, washrooms, maintenance etc.)

Each candidate Water Trail access point was individually assessed for available amenities, existing and necessary signage, recommended upgrades such as washroom facilities and washroom upgrades, road conditions and parking availability. Below is a summary of some of the salient considerations related to the sites in reference to the assessment criteria above. (See Appendix C for a more detailed description of each):

- Washroom facilities are currently an issue –while many sites do have washroom facilities on-site or nearby, over half do not. Washroom facilities (either lacking or of poor quality) are an important consideration for entire trail. Addressing this critical lack of infrastructure would be of benefit to the experience of the entire North Shore of Lake Superior, no matter the mode of travel.
- Virtually all access roads are in good condition with less than half a dozen exceptions.
- All of the sites have some form of parking; one quarter of them require a modest parking fee. For the most part, parking fees are collected via a locked box and an honour system. Ontario Parks and National Parks have their own on-site credit card system.
- Of all of the candidate Water Trail access points assessed, there were two Crown Land sites that were being degraded by overuse. A potential solution to remedy the situation could involve a relationship between the MNR and a local non-profit organization. Suggested approach: establish limited day use parking and signage such as “No Motorized Vehicles Beyond This Point” and “No Overnight Camping”.
- Over 75% of the sites do have some form of signage whether installed by a municipality, MNR, Ontario Parks, Lakehead Region CA, MTO etc.; however, additional signage will be required at all locations identifying the LSWT as part of the total Lake Superior Watershed and as part of the Trans Canada Trail. In Appendix D, we have identified each location as HIGH, MEDIUM or LOW priority for candidate Water Trail access Site development. The LSWT’s priority criteria places community willingness and readiness above all else and seeks to ensure that First Nations communities along the Water Trail are provided every opportunity to be designated as a high priority access point for the benefit of their community, if they so choose. More substantial interpretive signage will be necessary to provide linkages to the total Lake Superior Water Trail and to the local amenities and services.
- Working with MTO to come up with a plan for installing pleasing and uniform TCT Lake Superior Water Trail signage will be important. Most travelers have the common bond of arriving by way of the highway corridor.

The map should, at the same time, identify the Total Lake Superior Watershed so that people understand the connectivity between communities around Lake Superior, the connection between the existing Water Trails on Lake Superior and the connectivity to existing trail systems such as hiking trails, cycling trails and ski trails.

Of particular relevance is recognizing the importance of the hiking trails that have been established by the Voyageur Trail Association; the Saulteaux Club near Sault Ste. Marie, the Casque Isles Trail on the North Shore, the Kwewiskaning Trail at Pic River First Nation, the Nipigon River Recreation Corridor, the Pukaskwa Hiking Trail, and the Lake Superior Provincial Park Coastal Trail, to name a few. Noted in all meetings with those involved with the existing Water Trails in Minnesota, Michigan and Wisconsin, was an emphasis on the “clustering” of trail opportunities, or trailheads where there exists more than “just a water trail.” There are many reports supporting how this approach to developing a water trail contributes to the trail’s overall success as this kind of development is ongoing. At all Water Trail access points where these other trail opportunities exist within the vicinity (and particularly if already joined to and recognized as TCT Hiking Trails) would be included on signage. Utilizing technology like QR codes will enable the visiting public to easily connect with local businesses and not-for-profit groups that enhance the trail experience.



Sleeping Giant P.P. at sunrise. © Gary McGuffin

Although this phase of assessing the Water Trail was not concerned with identifying the campsites and amenities such as camping, lodging, hiking and cell phone service, we note here that these features are unique to each specific location. Due to the changing nature of the Lake Superior North Shore (i.e. more cell phone service in many areas), the prospect and benefit of developing and maintaining an updated online database, which includes growing facilities and assets for trail user reference, would be a tremendous asset to trail navigators.

3.5 Key Ecological Sensitivities & Key Landmarks

Concerns regarding an adequate process for identifying, mapping and protecting sites of cultural and ecological significance and sensitivity has been at the forefront of many

conversations with the diverse partners, stakeholders and communities. These issues and concerns appear to be three-fold:

1. Elevating trail-user knowledge of, respect for, and thus protection of, sites through mapping them.
2. Highlighting points of interest and connecting trail users to these sites via the respective communities.
3. Intentionally omitting specific sites and routes from the mapping and trail development process to ensure protection where necessary and identified by host communities.

Sites of ecological sensitivity may include river mouths, dune and shoreline ecosystems, birding and fishing areas and sites identified by First Nations and the Ministry of Natural Resources and provincial and national parks; all which have, and would continue to be, identified by working in close partnership with the many knowledge holders about these areas of sensitivity.

Additionally, working in partnership with First Nation communities who have voiced concerns about consultation on those sites to be mapped and/or not mapped will be an ongoing process as trail development and mapping processes ensue. The following examples highlight the necessity for such a process of dialogue and consultation on identifying these key sites:

(Example of a historical landmark)

Silver Islet Harbour: The historic silver mining town turned summer cottage community, lies at the tip of Sleeping Giant. Currently, there are several issues facing this important Water Trail candidate Water Trail access point that involve the following key players Sleeping Giant Provincial Park surrounds the community.

- The Sleeping Giant and Silver Islet Harbour form the western side of, and access to the NMCA.
- Fisheries & Oceans owns the docks which have recently been restricted and deemed unsafe for use.
- The private business of the 150-year-old Store, which is located on the waterfront at the Federal docks, was closed this summer and its future is uncertain.
- The Silver Islet Campers Association is the multi-generational summer cottage community through which a narrow ring road runs.
- The Silver Islet Yacht Club is made up of the local recreational boaters who launch and dock their vessels at the docks adjacent to the Fisheries & Oceans dock.
- Currently there is a \$5 Launch fee and a single port-a-potty servicing dozens of visitors. There is traffic congestion, nowhere to park, and nowhere to turn around.

- For Water Trail users, this is the best protected candidate Water Trail access point to paddle westwards to the base of the Sleeping Giant, or eastwards into the NMCA.
- The location has, in recent years, become a feature tourism landmark drawing visitors from afar while touring Lake Superior.
- Designating Silver Islet Harbour as a TCT Lake Superior Water Trail access point could present an opportunity to rally around and resolve issues and concerns for the benefit of all.

Gargantua Road: The focal point of fifty percent (50%) of Lake Superior Provincial Park backcountry use is concentrated in the Gargantua Islands. The 15 km winding, unpaved road linking the highway with the Water Trail candidate Water Trail access point near Gargantua Harbour would make this remote access point one of the most significant on the Lake Superior Water Trail.

Wilson Island: Pays Plat First Nation plays a stewardship role with the Nature Conservancy of Canada to care for Wilson Island, a favourite stopping place for paddlers touring through the NMCA.

Barr Island and Cobinosh Island: Camping on these two islands is highly discouraged due to the fragile nature of the ecology. In this same area, there are also a number of sensitive sites that have been identified by First Nation communities.

Ongoing planning is currently underway through the LSNMCA to identify campsites already in use and where the designated campsites will eventually be located. The LSWT team was cognizant throughout this planning phase of potential and existing camping sites as the trail route will ultimately influence where people camp.

Paradise Island: The LSWT team spoke with Thunder Bay Field Naturalists regarding Paradise Island and it has been identified as an ecologically sensitive area. TBFN was particularly concerned with overnight camping impacting the island so there currently exists a number of signs which encircle the island informing visitors that it is a “No Camping” zone. This issue is being discussed with the NMCA in hopes that identifying a campsite area on nearby Bowman Island will rectify this issue. Additionally, a nearby local outfitter with accommodations has been identified for trail-users who choose to daytrip.

4.0 Objective Three: Community Partnerships

The Lake Superior Water Trail is both rooted in and dependent upon a commitment to community partnerships. The LSWT aims to create linkages between the water trail and First Nation, rural/remote and smaller urban communities and local business that are connected or can be connected to the route. While economic benefits are both possible and plausible, we also foresee the benefits of the water trail as far reaching and rich in social, cultural and environmental opportunities as well. Dialogue with community stakeholders has revealed that the social and cultural opportunities are also robust and will continue to surface as collaborative engagement, mapping, exploration, and education ensue during the planning, implementation and long-term sustainability of the LSWT.

A community-based approach to the activities of the LSWT will ensure an inclusive and shared effort in bringing the vision of the trail to fruition. We have come to recognize more acutely that through education, environmental stewardship, cultural and traditional teachings and partnerships with diverse, skilled and motivated community partners, the LSWT can make substantial contributions to the communities and the broader social and economic development of this portion of Northern Ontario. We believe that collectively highlighting issues and concerns and then collectively addressing them in a spirit of collaboration, will contribute to the long-term sustainability of the project, and subsequently, region.

Working closely with both First Nation and other communities, fosters the integrity of the water trail as we map traditional territory, place names and sites of significance adequately and meaningfully with guidance from the communities. The water trail route from Sault Ste. Marie



to Thunder Bay is a significant distance which is sparsely populated and, therefore, creating linkages between communities and fostering tightly woven community partnerships is imperative on multiple levels. We envision partnerships with First Nations, rural/remote communities and stakeholders as harbouring

Rossport Village is one important community on the Lake Superior Water Trail © Gary McGuffin)

the capacity to:

- Increase opportunities for community education around water and water trails
- Promote environmental stewardship
- Encourage youth engagement
- Provide extended opportunities for First Nations to engage visitors in traditional teachings and engage trail users in learning about and visiting cultural/historical sites of significance where deemed appropriate by the community
- Opportunities for entrepreneurial endeavors such as paddle sport outfitters/rental operations, paddle training and safety course provision, guided tours with cultural interpretation, lodging etc.
- Increase economic support for local businesses as trail users access amenities and supplies
- Create linkages between the various communities via the water trail
- Promote the creation of maps and signage in various dialects that represent the cultural richness, sites and stories of partnering First Nations
- Increase tourism through promotion of the water trail and the linkages to communities, culture, education and the extraordinary landscape
- Link existing and projected land trails to the LSWT
- Create linkages with community projects also targeting arts, culture, environmental stewardship, tourism and outdoor recreation

5.0 Objective Four: Recommendations & Implementation Strategy

We have previously identified key issues that we see arising throughout the initial phases of the LSWT development and, as such, have included in the following section some of the strategies that we see as relevant and efficient means of addressing these issues. Moving forward with a community development-based approach will allow us to build stronger relationships with communities, fostering their ability to oversee and gain in the long-term from the access site they are linked to. The issues specific to each site will be addressed with the relevant communities and stakeholders during the implementation stage.

Drawing on the work completed, preliminary key recommendations moving into the implementation phase include:

- i. Develop a strategy drawing on a community development/partnership approach to the establishment and implementation of the LSWT ensuring:
 - a. Continued assessment of risks is based on experience of local stakeholders

- b. Shared resources for the development and maintenance of sites
 - c. Ongoing discussion regarding key ecological and cultural sensitivities
- ii. Ensure the direct involvement of an Anishnaabe and/or Metis historian/researcher(s) throughout the implementation phase, and the meaningful participation of Anishnaabe/First Nation/Metis communities and groups to:
 - a. Identify, respect and safeguard key sites of cultural and ecological sensitivity along the route that communities do not want highlighted and/or accessed by trail users
 - b. Integrate traditional knowledge, language, cultural history and sites and stories of significance
 - c. Emphasize collaborative production of cultural maps and signage along the route in various dialects, as well as producing published materials and maps for the benefit the communities
 - d. Encourage an educational component for both the communities and trail users which may include guided cultural tours, engagement of youth and linkages between traditional teachings, traditional trails and uniting communities via the 'traditional highway'.
- iii. There is a need for decent washroom facilities along the North Shore of Lake Superior whether you are a paddler, hiker, cyclist or someone traveling by motorized vehicle. If there aren't washrooms, we all know what happens and it is a very unsanitary and unsightly aspect of travelling the Superior North Shore. Decent washrooms are a reflection on the communities and the entire region. Ontario Parks has invested in the Clivus Multrum toilets which work extremely well. They are clean, they don't smell, are low maintainance and, without the necessity of plumbing, they work all year round. OP airlifted one into the remote backcountry camping location at Warp Bay in the Gargantua Islands of Lake Superior P.P.. The Clivus Multrums have also been used in Agawa Canyon Park on the Algoma Central Railway with great success. According to Ontario Parks, installation costs are approximately \$25,000 for Singles and \$50,000 for doubles.
- iv. Ensure the involvement of government agencies where applicable including but not limited to; Municipal governments; Provincial agencies such as the Ministry of Natural Resources, Ontario Parks, Ministry of Transportation; Federal agencies such as National Parks, Fisheries and Oceans, LSNMCA.

That being said, a number one recommendation is to come up with a strategic plan for installing Clivus Multrum toilets in the most cost effective way possible at as many of the key Water Trail access points as possible.

6.0 Overview of Maps

The Lake Superior Water Trail mapping process has and will continue to be informed by a collaborative process with the many communities, First Nations, non-profit recreational groups, government agencies and others, connected to the water trail. **The maps included as appendices in this report are currently in draft form** and will remain so until more extensive dialogue with the surrounding communities, First Nations, non-profit recreational groups, and government agencies informs their development. These partnerships and conversations will guide how these sites should be named, recorded and identified on maps. This process will ensure the long-term integrity and success of the water trail. The maps are intended to show the connections between the water trail and the many communities, highlighting the diverse sites and stories along the route while also connecting the communities to one another. The maps will also focus in on the many existing socio-economic activities each community currently harbours, but also the opportunities for further social and economic development in conjunction with the trail. (See Appendices A, B & C.)

This is a work in progress. The maps are draft versions and there will be more mapping corrections as we continue gathering input from many sources.

Please note: A number of candidate Water Trail access point communities have expressed a strong interest in having an official TCT Lake Superior Water Trail access point. Resolutions to this affect are being put before community councils. These will be added to the report and the maps as these are confirmed and the information is made available.

****Please note that the project folder submitted with the digital version of this report includes:**

- the larger format files for both overall maps
- the additional detailed maps that correspond to Appendix B
- the Lake Superior Trail Notes Matrix for better viewing. (The following appendices (A & B) are only screenshots of each.)

Included with the Print Version of this report is an 11" X 17" map of Appendix B.

6.1 Description of Appendix A: Total Map with candidate Water Trail access points

This map represents the total 800 kilometer Lake Superior Water Trail between Gros Cap Harbour (near Sault Ste. Marie) and Fisherman's Park (Thunder Bay).

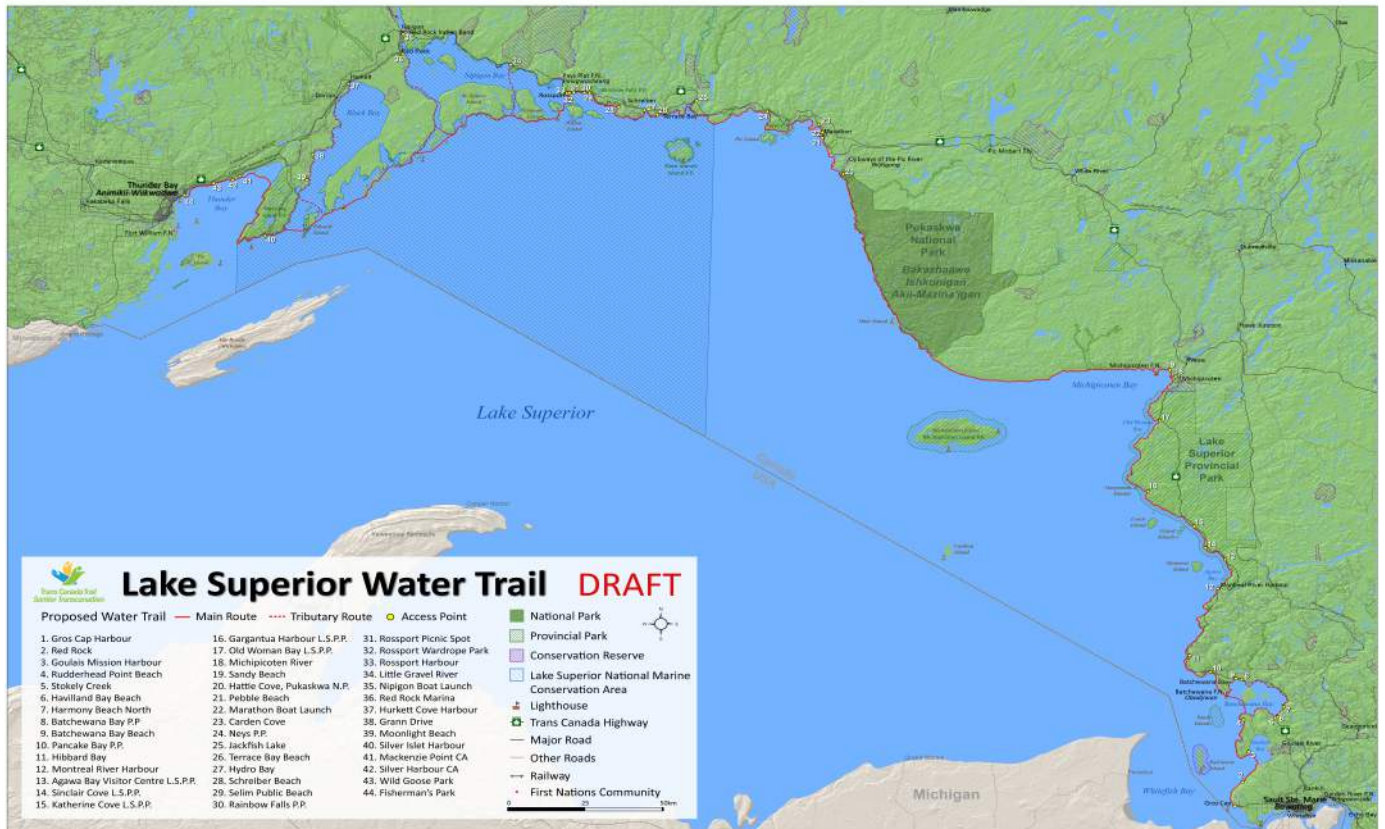
<http://www.spatialworks.com/TCTrail/OverViewBigJan20.zip>

6.2 Description of Appendix B: Total Map with Reference to 22 Detailed Maps

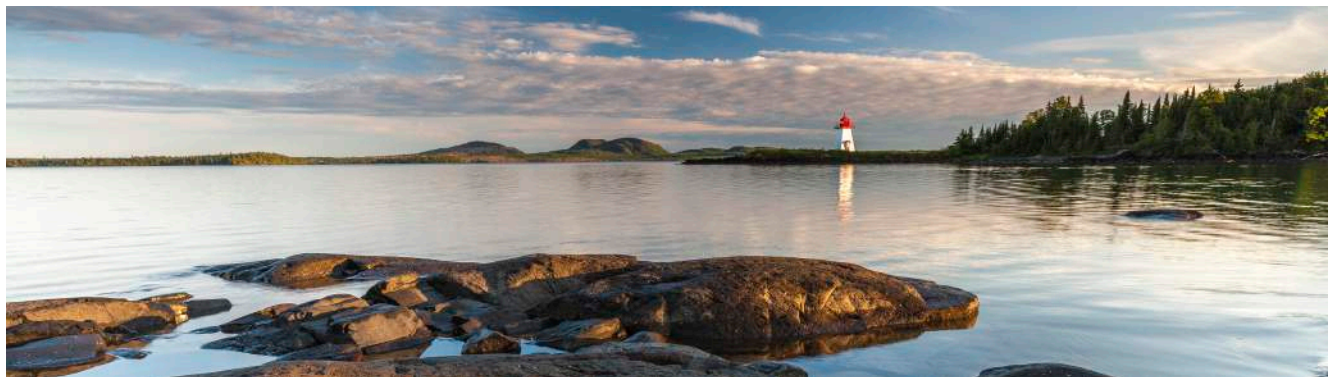
This map represents the total Lake Superior Water Trail as described in Appendix A with the addition of the yellow boxes which correspond to the folder included with this document containing 22 detailed maps. File named **DetailedMapsJan52014 2 copy**

PLEASE NOTE: This is a work-in-progress subject to stakeholder discussions. The content is being shown here merely to give an indication of the detail with which the route is being considered. Some of the mapping has already been altered on the Total Map shown in 6.1.

7.0 Appendix A: Total Map with candidate Water Trail access points



This is the Link to the Map <http://www.spatialworks.com/TCTrail/OverViewBigJan20.zip>



Pictured Above: Number 10 Lighthouse near the Black Bay Peninsula © Gary McGuffin

Pictured on Page 22: Agawa Bay, Lake Superior P.P., © Gary McGuffin

8.0 Appendix B: Total Map with Reference to 22 Detailed Maps



This is the Link to the Map above: [Total LSWT Map with Reference to detailed maps.zip](#)

The yellow boxes correspond to the 22 Detailed Maps found at this Link below.

[DetailedMapsJan52014.zip](#)



9.0 Appendix C: Matrix of Lake Superior Trails Notes

This is the Link to the LSWT Report and Files. [https://www.dropbox.com/home/LSWT Report and Files](https://www.dropbox.com/home/LSWT%20Report%20and%20Files)

CTRL + Click on image below for full PDF document.

	A	B	C	D	F	G	H	I
1	Access Points Sault Ste Marie to Thunder Bay // Lake Superior North Short ICT Water Trail							
2								
3	No.	Access Point	GPS Coordinate	Ownership	Signage	Boat Access	Road Access	Parking Size/Fee
4	1	Gros Cap Harbour	84° 34'56"W 46° 33'N	MTO	yes/MNR	G	G	10+/not currently
5	2	Red Rock Goulais Bay	84° 32'29"W 46° 33'N	Crown land	a rock "Red Rock"	100m trail G	G	5/no
6	3	Goulais Mission Harbour	84° 31'18"W 46° 42'N	Private BFN	no	G	G	8/no
7	4	Rudderhead Point Beach	84° 32'37"W 46° 44'N	Crown land	MNR Crown Land	200m Trail Fair - ATV	G End of blue water Bay rd	5/no
8	5	Stokely Creek on Havilland Bay	84° 24'19"W 46° 36'N	Crown land - Superior	Kiwanis Club Sault	G	G maintained year around bed	20+/\$2 honour system
9	6	Havilland Bay Beach	84° 23'58"W 46° 44'N	Crown land - Superior	Kiwanis Club Sault	G	G maintained year around bed	10+/\$2 honour system
10	7	Harmony Beach North	84° 22'18"W 46° 51'N	Crown land	MNR No camping	G	G	20+/no
11	8	Batchewana Bay PP	84° 32'58"W 46° 55'N	Ontario Provincial Parks	yes OP Day Use	G - boardwalk over sand	G	20+/Ontario Parks Day Use fee
12	9	Batchewana Bay Beach	84° 34'31"W 46° 56'N	Private - Who?	NO	G sand beach	G	10+/no
13	10	Batchewana Bay Boat Launch	84° 35'50"W 46° 56'N	Batchewana First Nation	NO	G docks	G	10+/no
14	11	Pancake Bay PP	84° 40'55"W 46° 55'N	Ontario Provincial Parks	OP	G sand beach	G	25+/Ontario Parks fees
15	12	Hibbard Bay	84° 46'16"W 47° 01'N	Crown land	no	G sand beach	G	3-4 / no
16	13	Montreal River Harbour	84° 38'51"W 47° 14'N	Federal Fisheries and Wildlife	yes	G docks	G	Access through Private Property
17	14	Katherine Cove LSPP	84° 45'01"W 47° 26'N	Ontario Parks	Yes/OP	G sand beach	G	15+ /Ontario Parks Day use fee
18	15	Sinclair Cove Boat Launch LSPP	84° 42'8"W 47° 22'N	Ontario Parks	Yes/OP	G sand beach	1km off hwy paved	5+ /Ontario parks Day Use fee
19	16	Agawa Bay Visitor Centre LSPP	84° 37'3"W 47° 20'N	Ontario Parks	Yes/OP	G sand beach	G	25+ /Ontario parks fees
20	17	Gargantua Islands LSPP	84° 56'56"W 47° 03'N	Ontario Parks	Yes/OP	G-F wind dependent	F -rough & winding and can be difficult	10+ /Ontario parks fees
21	18	Old Woman Bay LSPP	84° 53'50"W 47° 04'N	Ontario Parks	Yes/OP	G	G	25+ /Ontario Parks Day use fee
22	19	Michipicoten First Nation	84° 56'6"W 47° 05'N	Michipicoten First Nation	yes	G sand beach	F -rough & winding and can be difficult	10+/no
23	20	Rock Island	84° 50'59"W 47° 05'N	NSA Private	yes	G sand beach	F	10/no?
24	21	Michipicoten Marina	84° 49'50"W 47° 05'N	Township of Wawa	no	G sand beach	G	10+/no
25	22	Sandy Beach, Michipicoten Bay	84° 51'16"W 47° 05'N	MNR Crown land	yes/lots of interpretive	G-F wind dependent	G - F unpaved road with gravel	10+/no
26	23	Hattie Cove, Pukaskwa National Park	86° 17'25"W 48° 38'N	National Parks	yes Nat. Park	G	G	25+ /Parks Canada fees
27	24	Pic River First Nation	86° 17'47"W 48° 36'N	Pic River FN	yes	G sand beach	G	20+/no
28	25	Pebble Beach, Marathon	86° 23'13"W 48° 42'N	Township of Marathon	yes	F	G	10+/no
29	26	Marathon Boat Launch	86° 23'7"W 48° 43'N	Township of Marathon	yes	G docks	unpaved .5km	10+/no
30	27	Carden Cove	86° 24'3"W 48° 45'N	Township of Marathon	yes	short 100m walk to water	gravel road 4km	10+/no
31	28	Ney's PP	86° 37'45"W 48° 44'N	Ontario Parks	Yes/OP	G sand beach	G 5km off hwy, closes in Sep	25+ / Ontario Parks fees
32	29	Jackfish Lake	86° 56'43"W 48° 44'N	Crown land	yes/no camping	G sand beach	G	20+/no
33	30	Terrace Bay Beach	87° 07'1"W 48° 46'18"N	Township of Terrace Bay	yes	G	G	20+ /no
34	31	Hydro Bay	87° 10'31"W 48° 47'N	Crown land	yes/No Trespassing	G-F wind dependent	2km very rough road and small	2/no



Gros Cap Harbour, a candidate LSWT access point on Whitefish Bay © Gary McGuffin

10.0 Appendix D: Priority List - Development of candidate Water Trail access points

Recommended Priority for access Development & Designation:

HIGH= Community enthusiasm and readiness, Parking, Road Access, Proximity to Existing Land Trails, Safe & Suitable Water Trail Access point, Potential economic and social benefit for local people

MEDIUM= Parking, Road Access, Close connection to existing land trail, Safe & Suitable Water Trail Access Point. Parks are included in this category not because they aren't a HIGH priority but rather that Parks are already institutionally supported and currently have the benefit of a relationship with Water Trail users. For the long-term success of the TCT LSWT, it is the communities that need the associated benefits and presence of the Water Trail and other trails within their communities.

LOW= Road Access and Parking, little or no amenities currently available, somewhat remote. There are a few candidate Water Trail access points along TCT LSWT that are technically public access but due to neighbourhood issues have been omitted at this point (ex. Eldorado Beach) Where there are candidate Water Trail access points within close proximity to one another and

the most suitable one can be chosen, the other has been omitted. If a candidate Water Trail access point is clearly hazardous for a Water Trail user, it has been omitted for the time being (ex. Pebble Beach, Marathon)

HIGH PRIORITY

1. Gros Cap Harbour
2. Stokely Creek Havilland Bay
3. Katherine Cove LSPP
4. Batchewana Bay Boat Launch
5. Michipicoten Marina
6. Michipicoten First Nation
7. Pic River First Nation
8. Marathon Boat Launch
9. Terrace Bay Beach
10. Schreiber Beach
11. Rossport Wardrobe Park
12. Pays Plat First Nation
13. Nipigon Boat Launch
14. Red Rock Marina
15. Red Rock Indian Band Lake Helen
16. Silver Harbour Conservation Authority
17. Fisherman's Park

MEDIUM PRIORITY

18. Goulais Mission Harbour
19. Pancake Bay PP
20. Sinclair Cove Boat Launch LSPP
21. Batchewana Bay PP
22. Gargantua Islands LSPP

23. Sandy Beach Michipicoten Bay
24. Pukaskwa Nat. Park Hattie Cove
25. Neys Prov. Park
26. Jackfish Lake
27. Rainbow Falls Prov. Park
28. Silver Islet Harbour
29. Agawa Bay Visitor Centre

LOW PRIORITY

30. Red Rock on Goulais Bay
31. Rudderhead Point Beach
32. Montreal River Harbour
33. Harmony Beach
34. Old Woman Bay LSPP
35. Carden Cove
36. Hydro Bay
37. Selim Public Beach
38. Rossport Picnic Spot
39. Little Gravel River
40. Hurkett Cove Harbour
41. Grann Drive Launch
42. Moonlight Beach, Pass Lake
43. Mackenzie Point Conservation Authority
44. Wild Goose Park

11.0 Resolution from Prince Township for Gros Cap Harbour Access

The Corporation of the Township of Prince
3042 Second Line West,
PRINCE TOWNSHIP, ON P6A 6K4
Phone: 705-779-2992 Fax: 705-779-2725

COUNCIL RESOLUTION

Date: NOVEMBER 12th, 2013

AGENDA ITEM

6/12/13

Resolution 2013 – 281	
Moved by: A. Zuccato	Seconded by: D. Yanni

Whereas the Trans Canada Trail Ontario Board of Directors is working on a national waterway trail across Canada; and
Whereas they have identified the Gros Cap marina as an entry and exit point for Lake Superior; and
Whereas they are also hoping to connect to the City of Sault Ste. Marie's Hub Trail cycling route;
Now therefore, this Council hereby recognizes the marina at Gros Cap as a Trans Canada Trail waterway access point and
Further that this Council hereby requests that a cycling connection be created as part of the Hub Trail initiative with the City of Sault Ste. Marie.

<input checked="" type="checkbox"/>	CARRIED		
<input type="checkbox"/>	DEFEATED	Ken Lemming	
<input type="checkbox"/>	DEFERRED	Ron Amadio	
<input type="checkbox"/>	REFERRED	Ian Chambers	
<input type="checkbox"/>	PECUNIARY INTEREST DECLARED	David Yanni	
<input type="checkbox"/>	RECORDED VOTE (SEE RIGHT)	Amy Zuccato	
<input type="checkbox"/>	WITHDRAWN		

The above is a certified to be true copy of resolution number 2013 281

Peggy Greco
CAO/Administrator



P.O. Bag "TM"
Marathon, ON P0T 2E0

July 7th, 2014

Trans Canada Trail
43 Westminster Avenue
North Montreal QC H4X 1Y8

Lake Superior Watershed
Conservancy
285 Wilson Street
Sault Ste. Marie ON P6B 2K6

To Whom it May Concern:

RE: Letter of Support to the Lake Superior Water Trail Initiative

The Marathon Economic Development Corporation (MEDC) recognizes the importance of trail systems from the perspectives of recreation, health, education, social and economic values. The MEDC and the Town of Marathon will endeavour to seek new and improved trail systems in our region.

Therefore, we are pleased to provide a letter of support to the Lake Superior Water Trail (LSWT) as part of the Trans Canada Trail (TCT). The 800 km TCT LSWT will be set in one of the most beautiful and ecologically important landscapes in Canada; and will connect us, through the TCT trail network, to over 1,000 communities across Canada! We appreciate that trails can support: healthy living, connecting with our environments, economic development and opportunities for education on our cultural and natural histories.

We are happy to be working with Lake Superior Watershed Conservancy (LSWC), Trans Canada Trail Ontario (TCTO) and other partners to develop the LSWT. We are aware that water trail access points are an essential part of an operational trail that will provide the trail user with the amenities that they may require. Furthermore, access point amenities will be community assets that enable and encourage appreciation of the Lake Superior Heritage Coast from the shore. Water trail access point infrastructure will build on, and add to our community's existing assets such as: local businesses, land trails, cultural, natural, historical attractions, etc.



Township of Nipigon
52 Front St | Box 160 | Nipigon, ON | P0T 2J0
p: (807) 887-3135 | f: (807) 887-3564 | e: info@nipigon.net
www.nipigon.net

July 9, 2014

Trans Canada Trail
43 Westminster Avenue
North Montreal PQ H4X 1Y8

To Whom It May Concern:

Please be advised that Council for The Corporation of the Township of Nipigon, passed a resolution at its meeting on July 8, 2014, supporting the Lake Superior Water Trail Initiative as part of the Trans Canada Trail being completed by Trans Canada Trail Ontario and Lake Superior Watershed Conservancy, and as such we are pleased to provide this letter of support to the Lake Superior Water Trail (LSWT) as part of the Trans Canada Trail (TCT).

The 800 km TCT LSWT will be set in one of the most beautiful and ecologically important landscapes in Canada; and will connect us, through the TCT trail network, to over 1,000 communities across Canada! I appreciate that trails can support: healthy living, connecting with our environments, economic development, and opportunities for education on our cultural and natural histories.

With this in mind, we are happy to be working with, Trans Canada Trail Ontario to develop access point amenities in our communities. I am aware that water trail access points are an essential part of an operational trail that will provide the trail user with the amenities they require. Furthermore, access point amenities will be community assets that enable and encourage appreciation of the Lake Superior Heritage Coast from the shore. Water trail access point infrastructure will build on, and add to our community's existing assets such as: local businesses; land trails; cultural, natural and historical attractions, etc.

In conclusion, I believe the LSWT will help with our efforts to create a strong, more diversified economy for our coastal community and therefore we support TCTO and LSWC's efforts to seek funding and support toward the development of the LSWT.

Yours very truly,

THE CORPORATION OF THE
TOWNSHIP OF NIPIGON

Lindsay H. Mannila
Chief Administrative Officer
/dr



Trans Canada Trail
43 Westminister Avenue
North Montreal QC H4X 1Y8

Lake Superior Watershed Conservancy
285 Wilson Street
Sault Ste. Marie ON P6B 2K6

July 7, 2014

Re: Letter of Support to the Lake Superior Water Trail Initiative

To Whom It May Concern:

On behalf of Pic River First Nation I am pleased to provide a letter of support to the Lake Superior Water Trail (LSWT) as part of the Trans Canada Trail (TCT). The 800 km TCT LSWT will be set in one of the most beautiful and ecologically important landscapes in Canada; and will connect us, through the TCT trail network, to over 1,000 communities across Canada! I appreciate that trails can support: healthy living, connecting with our environments, economic development, and opportunities for education on our cultural and natural histories.

Pic River is happy to be working with Lake Superior Watershed Conservancy (LSWC), Trans Canada Trail Ontario (TCTO) and other partners to develop the LSWT. I am aware that water trail access points are an essential part of an operational trail that will provide the trail user with the amenities they require. Furthermore, access point amenities will be community assets that enable and encourage appreciation of the Lake Superior Heritage Coast from the shore. Water trail access point infrastructure will build on, and add to our community's existing assets such as: local businesses; land trails; cultural, natural and historical attractions, etc.

In conclusion, I believe the LSWT will help with our efforts to create a strong, more diversified economy for our coastal community and therefore Pic River supports TCTO and LSWC's efforts to seek funding and support toward the development of the LSWT.

Signed,

Elizabeth Michano
Economic & Community Development Director

Pic River Employment & Business Training Centre

36 Pic River Road, P.O. Box 211, Heron Bay, ON P0T 1R0 Phone (807) 229-8885 Fax (807) 229-8887

Trans Canada Trail
43 Westminster Avenue
North Montreal QC H4X 1Y8

Lake Superior Watershed Conservancy
285 Wilson Street
Sault Ste. Marie ON P6B 2K6

June 2014

Letter of Support to the Lake Superior Water Trail Initiative

To Whom it May Concern:

I am pleased to provide a letter of support to the Lake Superior Water Trail (LSWT) as part of the Trans Canada Trail (TCT). The 800 km TCT LSWT will be set in one of the most beautiful and ecologically important landscapes in Canada; and will connect us, through the TCT trail network, to over 1,000 communities across Canada! I appreciate that trails can support: healthy living, connecting with our environments, economic development, and opportunities for education on our cultural and natural histories.

We are happy to be working with Lake Superior Watershed Conservancy (LSWC), Trans Canada Trail Ontario (TCTO) and other partners to develop the LSWT. I am aware that water trail access points are an essential part of an operational trail that will provide the trail user with the amenities they require. Furthermore, access point amenities will be community assets that enable and encourage appreciation of the Lake Superior Heritage Coast from the shore. Water trail access point infrastructure will build on, and add to our community's existing assets such as: local businesses; land trails; cultural, natural and historical attractions, etc.

In conclusion, I believe the LSWT will help with our efforts to create a strong, more diversified economy for our coastal community and therefore we support TCTO and LSWC's efforts to seek funding and support toward the development of the LSWT.

Signed, 

print name G. Davis
title Mayor
organization Township of Terrace Bay

The Corporation of the Township of Prince
 3042 Second Line West,
 PRINCE TOWNSHIP, ON P6A 6K4
 Phone: 705-779-2992 Fax: 705-779-2725

COUNCIL RESOLUTION



Date: NOVEMBER 12th, 2013

AGENDA ITEM

6/12/13

Resolution 2013 – 281	
Moved by: A. Zuccato	Seconded by: D. Yanni

Whereas the Trans Canada Trail Ontario Board of Directors is working on a national waterway trail across Canada; and
Whereas they have identified the Gros Cap marina as an entry and exit point for Lake Superior; and
Whereas they are also hoping to connect to the City of Sault Ste. Marie's Hub Trail cycling route;
Now therefore, this Council hereby recognizes the marina at Gros Cap as a Trans Canada Trail waterway access point; and
Further that this Council hereby requests that a cycling connection be created as part of the Hub Trail initiative with the City of Sault Ste. Marie.

RESOLUTION RESULT			
<input checked="" type="checkbox"/>	CARRIED	Mayor R. Zuccato	YES
<input type="checkbox"/>	DEFEATED	Ken Lamming	
<input type="checkbox"/>	DEFERRED	Ron Amadio	
<input type="checkbox"/>	REFERRED	Ian Chambers	
<input type="checkbox"/>	PECUNIARY INTEREST DECLARED	David Yanni	
<input type="checkbox"/>	RECORDED VOTE (SEE RIGHT)	Amy Zuccato	
<input type="checkbox"/>	WITHDRAWN		
MOVED BY: A. Zuccato		CAO/ADMINISTRATOR: Peggy Greco	
			

The above is a certified to be true copy of resolution number 2013 – 281


 Peggy Greco
 CAO/Administrator

ROSSPORT TOURISM ASSOCIATION

GENERAL MEETING

February 23, 2014

PRESENT: Superior Outfitters
Serendipity Gardens
Willows Inn

TCT Lake Superior Water Trail

MOTION: to designate Rossport as an official access point to the TCT Lake Superior Water Trail

by Dawn King
seconded by Mary Burnett

Approved by all present and three proxy votes: Rossport Inn, Bluebird Charter Boat & Island
Pottery

12.0 Resources

Alternative Use Surplus Lighthouses, Canada <http://www.dfo-mpo.gc.ca/rp-bi/lh-ph-eng.htm>

Batchewana First Nation (2013). *Assertion of sovereignty*. Retrieved Dec 2013

<http://www.batchewana.ca/content/content.html?page=19>

Bakazhaawe Ishkonigan Akii-Mazina'igan Map: Parks Canada

Canadian Topographic map series 1:50,000 scale maps between Sault Ste. Marie and Thunder Bay along L. Superior North Shore

Case Studies of Water Trail Impacts on Rural Communities

<http://www.nps.gov/ncrc/programs/rtca/helpfultools/wtimpacts.pdf>

Charting the Course, The Great Lakes Heritage Coast (2001): Queen's Printer Ontario

Dahl, Bonnie (2008) **Superior Way, The Cruising Guide to Lake Superior 4th Edition**: Lake Superior Port Cities Inc.

Drew, Wayland and Littlejohn, Bruce (1985) Superior, The Haunted Shore: McClelland & Stewart

Gidakiminaan (Our Earth) Map [Ojibwe place names 1837]: Great Lakes Indian Fish and Wildlife Commission

Hiawatha Water Trail <http://www.hiawathawatertrail.org>

Keweenaw Water Trail <http://kwta.org>

Kruzins, Zack and Makin, Darrell (2012) **A Paddler's Guide to the Lake Superior National**

Marine Conservation Area: Lake Superior Research Group <http://www.amazon.com/Paddlers-Superior-National-Marine-Conservation/dp/0988048302>

Lake Michigan Water Trail <http://www.wmich.edu/glcms/fin1/access-directory.html>

Lake Superior Map (2012): Lake Superior Port Cities Inc.

Lake Superior Provincial Park Map: Nijikiwenhwag Friends of Lake Superior Provincial Park

Lake Superior Research Group <http://flash.lakeheadu.ca/~dwmakin/Home.html>

Lake Superior Watershed Conservancy <http://www.lakesuperiorconservancy.org>

MacDonald, Craig, Historic Map of Temagami (Te-mee-ay-gaming)

Aerial Images of L. S. North Shore Marinas, retrieved Dec. 2013

http://marinas.com/view/marina/6953_Goulais_Mission_Harbour_Docks_ON_Canada?pfv=1

McChristie, Darren and Michelle (2008), Thunder Bay Nature Guide: Thunder Bay Field Naturalists

McGuffin, Gary and Joanie (1995) Superior, Journeys on an Inland Sea: Boston Mills Press

McGuffin, Gary and Joanie (2009/2012) Paddle Your Own Kayak: An Illustrated Guide to the Art of Kayaking: Firefly Books

McGuffin, Gary and Joanie (2003) Great Lakes Journey; Exploring the Heritage Coast: McClelland & Stewart

Michigan Water Trail <http://www.michiganwatertrails.org>

Minnesota Lake Superior Water Trail <http://www.dnr.state.mn.us/kayaking/lswt/index.html>

Nipigon River Recreation Trail Map: Township of Nipigon & Township of Red Rock

Paddler's Guide to Wisconsin's Lake Superior North Coast (2013): Northwest Regional Planning Commission

Pigeon River to Sault Ste. Marie Trans Canada Ecotours Highway Guide: Canadian Geographic

Pukaskwa Coast Paddling and Hiking Map: Chrismar Mapping Services Inc.

<http://www.chrismar.com>

Pye, E.G.(1997) **Roadside Geology of Ontario North Shore of Lake Superior:** Ontario GEOServices Centre and MNDM

Setting Sail, A Strategy for the protection and sustainable use of The Great Lakes Heritage Coast (Draft Document 2003): Queen's Printer, Ontario

Superior Vision: A National Marine Conservation Area for a Great Lake (Publication 2002): Parks Canada

Trans Canada Trail Strategic Plan 2012-2017

<http://tcctrail.ca/assets/pdf/StatPlanSummary.pdf>

Thousand Islands Water Trail

[http://www.frontenacarchbiosphere.ca/sites/frontenacarchbiosphere.ca/files/Intro toThousand Islands Routes.pdf](http://www.frontenacarchbiosphere.ca/sites/frontenacarchbiosphere.ca/files/Intro%20toThousand%20Islands%20Routes.pdf)

Wisconsin Lake Superior Water Trail <http://www.nwrpc.com/index.aspx?NID=868>



Pictured Above: Camping in the Rossport Islands © Gary McGuffin