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# *Cultural Heritage Impact Statement: 5721, 5731, and 5741 Manotick Main Street (Former Village of Manotick)*

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## **Submitted by:**

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# 1 Introduction

## 1.1 Introduction

The City of Ottawa has requested a Cultural Heritage Impact Statement (CHIS) prepared by a qualified heritage consultant to examine potential effects of a project planned by The Regional Group of Companies Limited (The Regional Group) on cultural heritage resources, including properties designated under the provisions of the Ontario Heritage Act and federally recognized heritage resources, including the Rideau Canal and Rideau River, addressed in the City of Ottawa's Official Plan.

The project located at 5721, 5731, and 5741 Manotick Main Street covers 6.29 ha of land with 215 m of frontage on the Rideau River (Figure 1 and Figure 2). The project involves the construction of five (5) single-family homes on 50-foot (15.24 m) waterfront lots, 81 other residential units (single, semi-detached and townhouse homes), the retention of an existing house, and a park (.24 ha). Along the riparian edge of the new waterfront lots, a corridor of 30 m will remain untouched and is proposed to be protected through a conservation easement (Figure 3 and Figure 4).

This report considers the potential impact of the development on the Rideau River, which is part of the Rideau Canal National Historic Site of Canada and World Heritage Site. Archaeology studies have been conducted separately for the proposed development.<sup>1</sup> The CHIS is authored by Julie Harris<sup>2</sup>, Professional Member, Canadian Association of Heritage Professionals, for The Regional Group.

The following documents were used in the preparation of this report:

- The Regional Group
  - Land surveys
  - *Environmental Impact Statement & Tree Conservation Report*, April 2016, prepared by McKinley Environmental Solutions
- City of Ottawa, *Official Plan*
  - Section 4.6.3 – River and Canal Corridors, as amended 4 August 2010
  - Manotick Secondary Plan, as amended 3 March 2016
- City of Ottawa Heritage Register, online at <http://ottawa.ca/en/city-hall/planning-and-development/heritage-conservation/heritage-register>, accessed 1 June 2016
- Parks Canada, *Rideau Corridor Landscape Strategy: Landscape Character Assessment & Planning and Management Recommendations*, [2012]
- Parks Canada, *Rideau Canal World Heritage Site Management Plan*, 2005

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<sup>1</sup> Historical information about the history of the development site from research undertaken by the archaeologists preparing the Stage 1 and 2 Archaeological Assessment was provided to the consultants of the CHIS by Paterson Group.

<sup>2</sup> Julie Harris has over 30 years of experience in heritage evaluation and historical research. She has been qualified as a witness in the field of heritage evaluation for the purposes of an OMB; served as a provincial appointee to the Conservation Review Board of Ontario; and conducted architectural histories for hundreds of buildings and landscapes for various government clients.

- Parks Canada, *Rideau Canal National Historic Site of Canada Management Plan*, 2005

## 1.2 Present Owner and Contract Information

- Owners: Gilman Family and Percival Holdings Corporation
- Contact Information

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## 1.3 Development Site

The Regional Group's development site is 6.29 ha in size and rectangular in shape. The west edge of the parcel fronts on Manotick Main Street. The south edge stretches 250 m along Kelly Marie Drive. The north edge sits at the back of lots along Island View Drive. The east edge includes 215 m along the Rideau River. A mid 20<sup>th</sup> century house with outbuildings is located in the northeast corner of the site at 5721 Manotick Main Street (Figure 5). The house is accessed from Manotick Main Street by a long laneway. About one third of the development site located closest to the Rideau River (Figure 6), including the entire 30 m corridor, is occupied by a "highly disturbed Fresh-Moist Ash Deciduous Forest (the woodlot)."<sup>3</sup> The remainder of the site was cleared for cultivation, with the exception of a grove that was the location of the original farmstead. The development site slopes gently from west to east towards the Rideau River.

## 1.4 Concise Description of Context

The development site is located between two late 20<sup>th</sup> century suburban neighbourhoods of single family homes on the north and south sides, and across Manotick Main Street from Mahogany, a mixed residential development of approximately 200 homes that is currently under construction. Many of the homes abutting the river on either side of the development site are located 25 m or less from the river (Figure 7 and Figure 8). On both sides of the waterway, many residential lots have been fully or partially cleared of trees (Figure 9).

The development site is located on the shore of the Rideau River, which is part of the Rideau Canal World Heritage Site and the Rideau Canal National Historic Site of Canada. The river is approximately 135 m wide at this point (Figure 10). Suburban properties with river fronts along this section of the Rideau River (the "Long Reach" section south of Long Island but within the City of Ottawa) range in width from about 30 m to 100 m.

The Rideau Canal is administered by Parks Canada, but most of the land adjacent to the

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<sup>3</sup> *Environmental Impact Statement & Tree Conservation Report*, April 2016, prepared by McKinley Environmental Solutions for The Regional Group, p. 1.

waterway in the Manotick section is privately owned and in use for residential purposes or farming. In 2012, Parks Canada commissioned a landscape character study of the Rideau River. The following description of the Long Reach section, in which the development site is located, was included in the report:

At Manotick the navigable Rideau waterway extends along the east side of Long Island. From here to Kars this area of the Corridor consists of a heavily developed suburban landscape with few traces of natural shoreline. The popularity of this section of the Long Reach for summer homes and year-round residences has resulted in one of the most intensively developed and used sections of the Canal outside of Kingston and Ottawa. There are numerous private docks, several boat launches and a yacht club. The river is widely used for active water sports such as wakeboarding and skiing, resulting in concerns over shoreline erosion and reported conflicts with cruisers and paddlers. Through several sections on both the east and west side the river is readily visible from the adjacent road, although periodic fringes of vegetation may buffer the waterway.<sup>4</sup>

In the landscape character study, the Long Reach portion in the immediate vicinity of the development site was mapped as “Urban” on the west side and “Estate” on the east side. Based on consultations during the study, the development site was noted as being part of a general area with “nature/recreation” values (Figure 11 and Figure 12). The areas located further north along the river near Long Island and Watson’s Mill at Manotick were noted as being of “heritage” value.

## 1.5 Relevant Information from Council Approved Documents

### 1.5.1 Ottawa *Official Plan* (Section 4.6 Cultural Heritage Resources)

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The Official Plan (OP) of the City of Ottawa includes “river and canal corridors” as a form of potential “cultural heritage” (Section 4.6). Sub-section 4.6.3 – River and Canal Corridors, as amended 4 August 2010, states that:

The Rideau River and Canal is a World Heritage Site and a National Historic Site, and a Canadian Heritage River. Its value lies in the combination of historic engineering works and buildings, open spaces, natural features, the canal itself, and adjacent diverse landscapes, which together constitute a cultural heritage resource of outstanding national significance and universal heritage value. Parks Canada owns the bed of the Rideau Canal and land at lock stations along the canal.

The City will ensure that the shoreline of the Ottawa River, Rideau River and Canal, and other shorelines in the city remain accessible and that the river landscapes, which include farms and wooded areas, are maintained and improved, in terms of their cultural heritage, scenic quality, and recreation and economic benefits. The natural environment functions of rivers and streams are

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<sup>4</sup> Parks Canada, *Rideau Corridor Landscape Strategy: Landscape Character Assessment & Planning and Management Recommendations* (n.p.: [2012]), p. 14.

protected through provisions elsewhere in this Plan for planning on a watershed basis, environmentally-sensitive development practices, and other measures.

Specific policies in place (Section 4.6.3) with respect to the Rideau River and Rideau Canal include:

- (1) The City will conserve the natural environment, cultural heritage, scenic qualities, and recreational potential of the Ottawa River, Rideau River and Rideau Canal World Heritage Site by:
  - a. Reviewing development applications adjacent to these rivers and canal to ensure that the visual quality of the waterway and view from the waterway, as well as natural and cultural features, are evaluated. In this respect, a cultural heritage impact statement, as described in Section 4.6.1, will be required for any development application adjacent to the Rideau River and Canal, which will be reviewed in consultation with Parks Canada and the National Capital Commission.
- (2) For lots that abut the Rideau River and Canal the City may also require site plan approval for all non-agricultural buildings, which may include one or more dwellings and their accessory buildings that have not been subject to another approval under the Planning Act and in which the matters, identified in Section 2.5.5 [Cultural Heritage Resources] have been addressed. [Amendment #76, OMB File #PL100206, August 18, 2011]
- (3) When reviewing development and public works adjacent to or over the canal system the City will ensure that:
  - c. all development, works or site alteration on lands adjacent to the lock stations and the canal takes into consideration and conserves the Cultural Heritage Resources of these areas; and
- (4) Public access to shorelines will be pursued through various means, as described in Section 2.4.5. For plans of subdivision abutting the shoreline, the City will secure public access along the shoreline of all waterways in the urban area and Villages, unless there are compelling reasons not to do so. This will be accomplished by requiring that land dedicated for public purposes be located at the shoreline or adjacent to environmental constraints.
- (5) In addition, the City will use such measures as public acquisition, conservation easements or other appropriate means to secure public access to the shoreline where there is agreement of the property owner.

## Section 2.5.5

### 1.5.2 Manotick Secondary Plan

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The Manotick Secondary Plan (*Official Plan* Amendment #162, 3 March 2016) is consistent with the policies of the OP. The secondary plan includes the goal to “Maintain Manotick’s natural areas and open spaces while enhancing access to the Rideau River.” While the goal is not specific to heritage resources, the opportunity to access the Rideau River is also consistent with the goals of the Rideau Canal World Heritage Site and the Rideau Canal National Historic Site of Canada, which the City of Ottawa supports in its OP and in the Section 3.2 of the Secondary Plan (Rideau River Access and Views). It states:

The Rideau River runs through Manotick and is part of the Rideau Canal UNESCO World Heritage Site. While many properties have riverfront access to the Rideau River, the majority of these properties are under private ownership. The Plan

identifies ways to provide the public with better access and views of the Rideau River.

Specific policies relevant to the development application are:

(4) For plans of subdivision adjacent to the Rideau River, the proponent will provide public access along the Rideau River through the development application review process unless there are compelling reasons to not do so. This will be undertaken by requiring land dedicated for public purposes at the shoreline or adjacent to environmental constraints. These dedicated lands should be accessible from a public road.

### 1.5.3 Rideau Canal World Heritage Site Management Plan (2005) and Rideau Canal National Historic Site of Canada Management Plan (2005)

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The Commemorative Integrity Statement (CIS) for the Rideau Canal National Historic Site included in the Management Plan assigns a set of heritage values to the Rideau Canal. The values are focused on historic engineering works, but include:

- the extensive wetlands and lakes of the Canal which reveal the relationship between Canal construction and the natural environment and which are an integral part of the unique historical environment of the waterway

The Management Plan also states that

The waterway's ecosystem features form an integral part of the history and natural landscape of the Rideau and are considered a vital heritage resource of the Canal system that must be respected and safeguarded.

Values associated with the UNESCO World Heritage Site:<sup>5</sup>

- the Rideau Canal is a masterpiece of human creative genius
- the Rideau Canal exhibits an important interchange of human values, over a span of time or within a cultural area of the world, on developments in technology
- the Rideau Canal is an outstanding example of a technological ensemble which illustrates a significant stage in human history.

The designation of the Rideau Canal as a World Heritage Site included the provision of a buffer zone, restricting development to a minimum of 30 m from the high water mark. While the Province of Ontario has not enacted legislation to enforce the buffer, it is consistent with City of Ottawa by-law provisions for a 30 m setback from the normal highwater mark of a watercourse or waterbody and provincial conservation authority requirements for setbacks to ensure environmental protection. The 30 m setback was endorsed for the World Heritage

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<sup>5</sup> Parks Canada nominated the Rideau Canal for inscription in the World Heritage List based on three criteria: "Criterion (i) – The Rideau Canal is a masterpiece of human creative genius; Criterion (ii): The Rideau Canal exhibits an important interchange of human values, over a span of time or within a cultural area of the world, on developments in technology; Criterion (iv): The Rideau Canal is an outstanding example of a technological ensemble which illustrates a significant stage in human history." It was inscribed under Criteria i and iv by UNESCO, but the *Rideau Canal World Heritage Site Management Plan* includes all three criteria.

Site because its helps protect the visual setting of the canal as well its natural environment.

## 1.6 Directly Affected Cultural Heritage Attributes

The development site does not contain any cultural heritage resources designated under provisions of the *Ontario Heritage Act* or included in the City of Ottawa's Heritage Register. Based on a site visit on 26 May 2016 and research conducted for this CHIS, it appears that no potential cultural heritage resources were missed in previous surveys.

The development site, which includes 215 m of waterfront, is located immediately adjacent to the Rideau Canal World Heritage Site and Rideau Canal National Historic Site of Canada. The following attributes of the Rideau are directly affected by the proposed development.

Property	Cultural Heritage Attributes
Rideau Canal World Heritage Site and Rideau Canal National Historic Site of Canada	<ul style="list-style-type: none"><li>• Evidence of the relationship between Canal construction and the natural environment (Parks Canada documents)</li><li>• The waterway's ecosystem features that form an integral part of the history and natural landscape of the Rideau (Parks Canada documents)</li><li>• The combination of historic engineering works and buildings, open spaces, natural features, the canal itself, and adjacent diverse landscapes. (City of Ottawa <i>OP</i>)</li></ul>

## 2 Heritage Resource Description and History

### 2.1 Site Development History

This history of the development site is drawn from the *Stage 1 - 2 Archaeological Assessment: Manotick Main Street Properties, 5721, 5731, and 5741 Manotick Main Street, Concession A, Part Lot 5 Geographic Township of North Gower, City of Ottawa, Ontario* prepared by the Paterson Group in 2016 for The Regional Group. Archaeological evidence and recommendations related to the land's occupation by Indigenous cultures will be addressed in archaeological assessments undertaken by Paterson Group.

#### 2.1.1 Early Site History: Land Grant in 1802 to the late 1890s

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The study area lies just to the south of the core of the village of Manotick on Concession A, Part Lot 5. Based on Ontario Land Records, the original 200-acre lot was first granted by the Crown to Hannah Brundage on 17 May 1802. Hannah was likely the daughter of a United Empire Loyalist (UEL) who petitioned the Land Board to honour the Proclamation of 1789 that provided for the endowment of all children of Loyalists with a land grant of 200 acres. Brundage may have been an absentee landowner, since there were very few settlers living in the area in 1802. It is likely that she resided in one of the St. Lawrence Townships. On 14 September 1810, Hannah and her husband John Brundage sold the entirety of the property to a farmer named Rice Honeywell.

In 1825, Honeywell sold the property to Heman Hurlbert, a 79 year old farmer from Connecticut enumerated in the 1851 census as residing in Grenville County with his 72 year old wife Hannah. Heman and Hannah were likely among some of the first UEL settlers in Grenville County; all of their children were born in Canada, beginning with Rebecca, born in 1801. On 30 March 1855, their son George sold the property to John Williams. Williams, in turn, sold the north half of the property to Henry Williams (Figure 13).

After the division of the property into two 100-acre parcels, John Williams retained the portion of the lot that became the development site that is the subject of this CHIS. The 1861 census lists John Williams, his wife Eliza and five children living in a one-storey log house. The 1863 Walling map shows the Williams' house to the east of Manotick Main Street, midway between the road and the Rideau River, directly in the study area. The map also shows a Methodist Church on the property, but it is not shown on the Belden map of 1879. Possibly with the development of Manotick and the establishment of a Methodist Church there, it was no longer necessary to have one located on the property.

In 1896, John Williams Sr. sold 84 acres to David Waterson, while retaining the remaining 16 acres, likely the portion on which the home stood (Figure 14). Based on the substantial stone foundations located on the property just north of Marie Kelly Drive, it appears that the Williams upgraded from a log home to a larger structure. When John Williams died in 1898, his second eldest son George with his wife Jane inherited the 16 acres. George retained the property until 1919 when it was sold to Thomas Cummings.

#### 2.1.2 Recent History

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For many years, the Gilman family farmed the development site and owned the adjacent 86 acres that were severed from the Williams property in 1896. In the 1960s or 70s, the original dwelling site (Figure 15) that appears on the Belden map of 1879 was abandoned in favour of

construction close to the Rideau River where the house at 5721 Manotick Main Street is extant. Over time the original farmstead area became reforested, which is clear in a comparison of aerial photographs from 1976 and 2014 (Figure 5 and Figure 15).

Aerial photographs appear to show that the east third of the development site has been forested for decades. The irregular shape of the field would suggest that cultivation of the eastern section was either abandoned or never considered due to the low-lying land and the need for sheltered acreage for farm animals.

### 3 Heritage Value Statements

The following documents outline the heritage attributes (called 'character defining elements' or 'heritage resources' in federal contexts) of the Rideau Canal and Rideau River.

#### 3.1 Heritage Value Statement in the City of Ottawa Official Plan

Sub-section 4.6.3 – River and Canal Corridors, as amended 4 August 2010, states that:

The Rideau River and Canal is a World Heritage Site and a National Historic Site, and a Canadian Heritage River. Its value lies in the combination of historic engineering works and buildings, open spaces, natural features, the canal itself, and adjacent diverse landscapes, which together constitute a cultural heritage resource of outstanding national significance and universal heritage value. Parks Canada owns the bed of the Rideau Canal and land at lock stations along the canal.

#### 3.2 Rideau Canal National Historic Site of Canada

Rideau Canal World Heritage Site and Rideau Canal National Historic Site of Canada are federal recognitions. The Statement of Significance for the National Historic Site commemoration is:

##### **Description of Historic Place**

Rideau Canal National Historic Site of Canada is a 200 km man-made waterway running through a corridor of communities from Ottawa River to Lake Ontario. It was built in the mid 19th century. The designation includes lands alongside the canal which are administered by Parks Canada.

##### **Heritage Value**

Rideau Canal was designated a national historic site of Canada because of the significance of:

- the construction of the canal system,
- the survival of a high number of original canal structures including locks, blockhouses, dams, weirs and original lockmasters' houses plus the integrity of most lockstations,
- the unique historical environment of the canal system.

The heritage value of the Rideau Canal lies in the health and wholeness of its cultural landscape, as a witness of the early 19th-century forms, materials and technologies of the waterway, and as a dynamic reflection of the longstanding human and ecological inter-relationships between the canal and its corridor. The Rideau Canal was built for the British government by Lieutenant-Colonel John By as a defensive work in 1826-1837. Canada assumed responsibility for its management in 1855, and the waterway served as a commercial transportation route through most of the 19th and 20th centuries. Parks Canada acquired the canal to sustain its recreational operation in 1972.

##### **Character-Defining Elements**

Aspects of this site which contribute to its heritage values include:

- the completeness of the cultural landscape as a longstanding system of transportation facilities including the waterway, locks, blockhouses, dams, weirs and lockstations with lockmasters' houses, associated shore lands and communities, extensive wetlands and lakes,

- the canal bed and its subdivision into lockstations,
- the original built resources, in particular, the form, craftsmanship, materials and locations of its early blockhouses, lockmasters' houses, and lockstation buildings canal walls, locks, dams and weirs,
- defensive siting, materials and functional design of blockhouses, lockmasters' houses and lockstation landscapes, and remnants such as the guardhouses at Jones Falls and Morton's Dam,
- archaeological remnants of construction including the ruin of the engineers' building, the remains of the lime kilns, the Sapper's Bridge and blacksmith shop at the Ottawa Locks, the construction camp at Newboro,
- remnants of engineering design including the canal route, walls, locks, weirs, bridges such as the remains of Ottawa's Sapper's Bridge and submerged bridge at the Jones' Falls dam, and dams (especially the stone arch dams at Long Island and Jones Falls, and the underwater site of the original dam at Merrickville), and the operational technologies including the manual operation of all locks except Newboro, Black Rapids and Smiths Falls Combined Locks,
- the wetlands and lakes created by the canal construction,
- on-going operation of the canal and all evidence of its continuous seasonal operation since 1832 (particularly the integral role of its engineering works in the sustained operation of the navigation system as witnessed by facilities at all locks except Locks 29, 30 & 31 at Smiths Falls Combined, the surviving historic layout and configuration of lockstations including their patterns of open space and circulation),
- the continuity of historic, ecological and visual associations with shore lands and communities along the route, particularly pathways, view sheds from the canal locks and channel to the central core of Ottawa between the Mackenzie King Bridge and the Ottawa River, view sheds between the canal, the fortifications, the harbour in the landscape of Kingston harbour, views from the canal shore lands and communities between Becketts Landing and Kilmarnock lockstation, along Newboro channel, at Chaffeys Locks, and at the lockstations at Davis Locks, Jones Falls, Upper and Lower Brewers and Kingston Mills.

### 3.3 UNESCO Statement of Outstanding Universal Value for the Rideau Canal World Heritage Site

The Rideau Canal is a large strategic canal constructed for military purposes which played a crucial contributory role in allowing British forces to defend the colony of Canada against the United States of America, leading to the development of two distinct political and cultural entities in the north of the American continent, which can be seen as a significant stage in human history.

**Criterion (i):** The Rideau Canal remains the best preserved example of a slackwater canal in North America demonstrating the use of European slackwater technology in North America on a large scale. It is the only canal dating from the great North American canal-building era of the early 19th century that remains operational along its original line with most of its original structures intact.

**Criterion (iv):** The Rideau Canal is an extensive, well preserved and significant example of a canal which was used for a military purpose linked to a significant stage in human history - that of the fight to control the north of the American continent.

The nominated property includes all the main elements of the original canal together with relevant later changes in the shape of watercourses, dams, bridges, fortifications, lock stations and related archaeological resources. The original plan of the canal, as well as the form of the

channels, has remained intact. The Rideau Canal has fulfilled its original dynamic function as an operating waterway without interruption since its construction. Most of its lock gates and sluice valves are still operated by hand-powered winches.

All the elements of the nominated area (canal, associated buildings and forts) are protected as national historic sites under the Historic Sites and Monuments Act 1952-3. A buffer zone has been established. Repairs and conservation of the locks, dams, canal walls and banks are carried out directly under the control of Parks Canada. Each year one third of the canal's assets are thoroughly inspected by engineers. A complete inventory thus exists of the state of conservation of all parts of the property. A Management Plan exists for the canal (completed in 1996 and updated in 2005), and plans are nearing completion for Fort Henry and the Kingston fortifications. The Canal Plan is underpinned by the Historic Canals Regulations which provide an enforcement mechanism for any activities that might impact on the cultural values of the monument.

## 4 Description of Proposed Development

### 4.1 Organization and Landscape

The project located at 5721, 5731, and 5741 Manotick Main Street covers 6.29 ha of land with 215 m of frontage on the Rideau River. The project involves the construction of five (5) single-family homes on 50-foot (15.24 m) waterfront lots, 81 other residential units (single, semi-detached and townhouse homes), the retention of an existing house on a severed lot, and a passive park (.24 ha). The development consists of single- and two-storey residences on a relatively flat site.

A corridor of 30 m in width along the Rideau River is proposed to be protected through a conservation easement affecting each of the new waterfront lots. The corridor will remain vegetated to protect the water quality and habitat characteristics of the river, but most of the vegetation in the remainder of the woodlot portion of the development site will be removed during construction.

## 5 Impact of Proposed Development

As per the City of Ottawa's guide to preparing a CHIS, the impact assessment should consider positive and negative impacts of the proposed development on heritage attributes and conservation goals.

### 5.1 General impacts

The following list of potential impacts have been selected from the guide, followed by a discussion of the impact of the proposed development on specific heritage properties and a summary of positive and negative impacts.

Type of Impact	Comment
Restoration / Rehabilitation	The Regional Group is investigating options, such as a conservation easement, that could ensure that the 30 m strip stays in its natural state, while allowing for a footpath and for owners of the five single family homes to access private small docks. The easement should be consistent with the policies of the Rideau Valley Conservation Authorities regarding dock sizes and designs.
Obstruction of views	The proposed development will not obstruct any existing views of the Rideau River; the proposed park will add a public access point.
Change in land use	Cultivation appears to have been limited to hay crops for many years and the land on three sides of the development site has been developed for residential uses. The portion of the development site located within the 30-m corridor will

Respecting massing, profile and character

remain in a naturally vegetated condition.

With the 30 m corridor remaining in a vegetated condition of mostly grasses and deciduous trees and shrubs, only small portions of waterfront residences and the park will be visible from the river, depending largely on the height of the tree canopy and the season.

Established setback

A minimum set of 30 m is established for the Rideau River. The proposed development respects the setback.

Heritage qualities of the street as a public place

The Rideau River is the “public place” affected by the proposed development. The proposed development will protect 161 m of natural shoreline, which will sustain evidence of the relationship between Canal construction and the natural environment.

Kelly Marie Drive provides direct access from Manotick Main Street to the Rideau River. The end of the road is part of the public road allowance (Figure 16). The final development plan should be required to include landscaping that create a more appropriate transition from tight suburban development near Manotick Main Street to the natural environment along the Rideau River would be a more appropriate gesture in the landscape design of the street.

Minimizing loss of landscaped open space

The proposed development is planned to include formal protection through a conservation easement covering all new waterfront lots for a total of 161 m. A similar type of agreement could be considered to protect the 30-m frontage on the existing waterfront lot at 5721 Manotick Main Street.

Parking facilities compatibly integrated

No parking will be provided within the 30-m corridor. Small docks will be allowed at the foot of each waterfront lot.

Utilities located to reduce visual impacts

A small pump station will be located along Kelly Marie Drive about 50 m back from the high water mark of the Rideau River. There will be no visual impact.

Sympathetic contemporary design and harmony with existing architectural forms and materials

No development will occur within the 30 m corridor.

## 5.2 Impacts on Heritage Attributes

The following table draws together the heritage attributes listed in Section 1.6 of this CHIS.

Attribute	Comment
<ul style="list-style-type: none"> <li>Evidence of the relationship between Canal construction and the natural environment (Parks Canada documents)</li> </ul>	<p>The retention of the 30-m corridor will protect evidence of the relationship between Canal construction and the natural environment. Many previous developments have damaged evidence and made it more difficult for the public to understand the conditions faced in building the canal and navigating the Rideau.</p> <p>The flat topography of the development site makes the setback a particularly useful tool in the protection of views from the waterway to the development. The vegetation canopy will partially or fully obscure views to the residential development.</p>
<ul style="list-style-type: none"> <li>The waterway's ecosystem features forms an integral part of the history and natural landscape of the Rideau (Parks Canada documents)</li> </ul>	<p>The retention of the 30-m corridor will protect portions of an ecosystem that are integral to understanding the history and natural landscape of the Rideau.</p>
<ul style="list-style-type: none"> <li>The combination of historic engineering works and buildings, open spaces, natural features, the canal itself, and adjacent diverse landscapes. (City of Ottawa <i>OP</i>)</li> </ul>	<p>The proposed development creates a space where natural features will be evident along the Rideau in a section of the river where estate lots and suburban development have altered the landscape on both shores from Long Island southwards in the City of Ottawa. Because the development site is relatively flat, most of the development will not be visible from the Rideau River.</p>

## 5.3 Positive heritage impacts

The positive heritage impacts are due to the proposed retention of a 30-m wide corridor in a natural vegetated state. Many waterfront lots in this section of the Rideau have been cleared of trees, which has altered the historic appearance of the river and increased the visibility of houses rather than the natural environment. The proposed development reverses this pattern.

## 5.4 Adverse heritage impacts

The transition from the suburban development pattern near Manotick Main Street towards the new park and the river could be harsh without appropriate landscaping between the back of the lots and fences and the public road. As discussed in the section on mitigation, a landscape plan will be included in the subdivision and zoning application.

Providing that a conservation easement or other binding agreement is put in place to protect the 30-m corridor along the river from being cleared of vegetation or developed for any uses other than footpaths, no adverse heritage impacts were identified.

## 6 Alternatives and Mitigation Strategies

### 6.1 Alternatives

No alternative development options are proposed.

### 6.2 Mitigation

A conservation easement or other form of agreement is required to ensure that the 30-m setback is retained with vegetation and that no development is permitted other than a public footpath.

A landscape plan for the edge of the development along Kelly Marie Drive to soften the transition from the suburban development pattern near Manotick Main Street towards the new park and the river will be included in the subdivision and zoning application. The landscape design (materials and planting strategy) should strive to push man-made boundaries and patterns into the background and highlight natural landscape materials and forms.

The positive impacts of the proposed development could also be strengthened in the design of the park by adding interpretation or plant materials that highlights the history and/or the natural environment.

In addition, homeowners in the development could be provided with introduction to the Rideau River's natural and cultural heritage by means of a brochure that would be prepared as part of a welcome package. It could emphasize the role of homeowners in protecting water quality, retaining vegetation and limiting soil erosion.

## 7 Conclusion

The commemoration and inscription of the Rideau Canal as a National Historic Site of Canada and a World Heritage Site emphasizes heritage attributes connected to historic features and engineering works owned by the federal Crown. The City of Ottawa has agreed to respect the heritage value within the limits of its own jurisdiction, primarily through the management of the 30-m setback along the waterway. The proposed development addresses the heritage requirements of the City of Ottawa and the attributes assigned in the federal recognitions in the protection of the 30-m setback and goes further than the minimum required in the development's agreement to implement a conservation easement with the Rideau Valley Conservation Authority or another body with the means to oversee this type of agreement. The flat topography of the site also works in favour of development because most of the buildings within the development will remain out of view from the river.

In sum, the project will contribute to the retention of the heritage values of the Rideau Canal National Historic Site of Canada and the Rideau Canal World Heritage Site.

# Figures

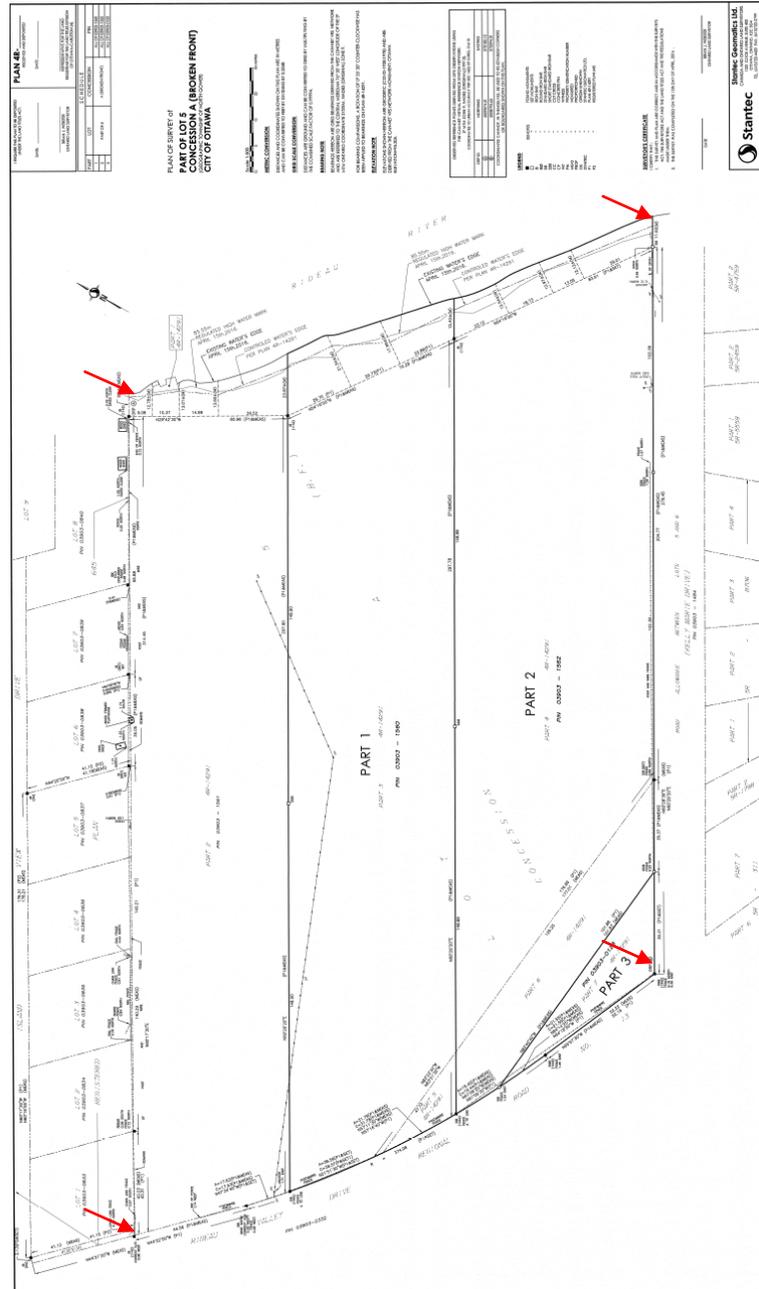


Figure 1: Plan of survey of Part of Lot 5, Concession A (Broken Front), April 2016. PIN # 03903-1561, 0393-1560, 03903-1562 and 03903-0123. The corners of the development site are indicated with arrows. (Figure source: Stantec for The Regional Group.)



Figure 2: Development site, shown in orange at the arrow. It is bounded by Manotick Main Street on the west, the Rideau River on the east, Kelly Marie Drive on the south and the back of lots on the south prong of Island View Drive. (Figure source: The Regional Group, 2016.)

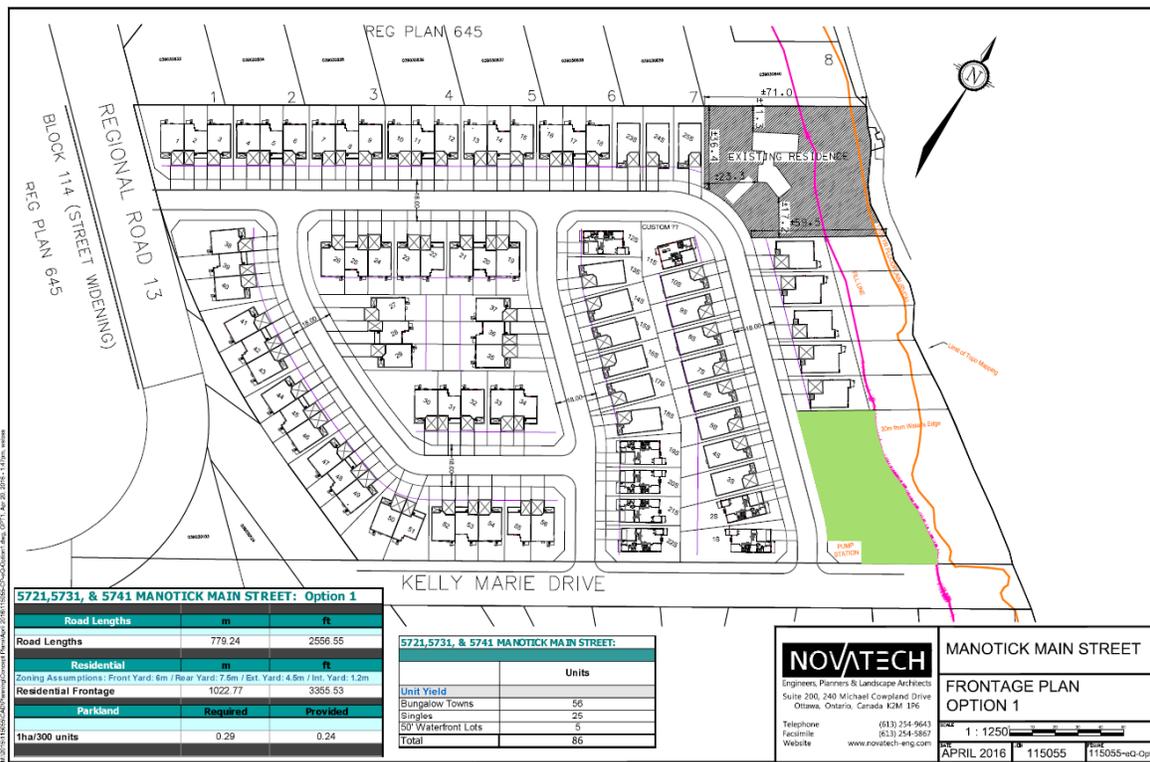


Figure 3: Frontage Plan for the proposed development at 5721, 5731 and 5741 Manotick Main Street. (Figure source: Novatech for The Regional Group, April 2016.)

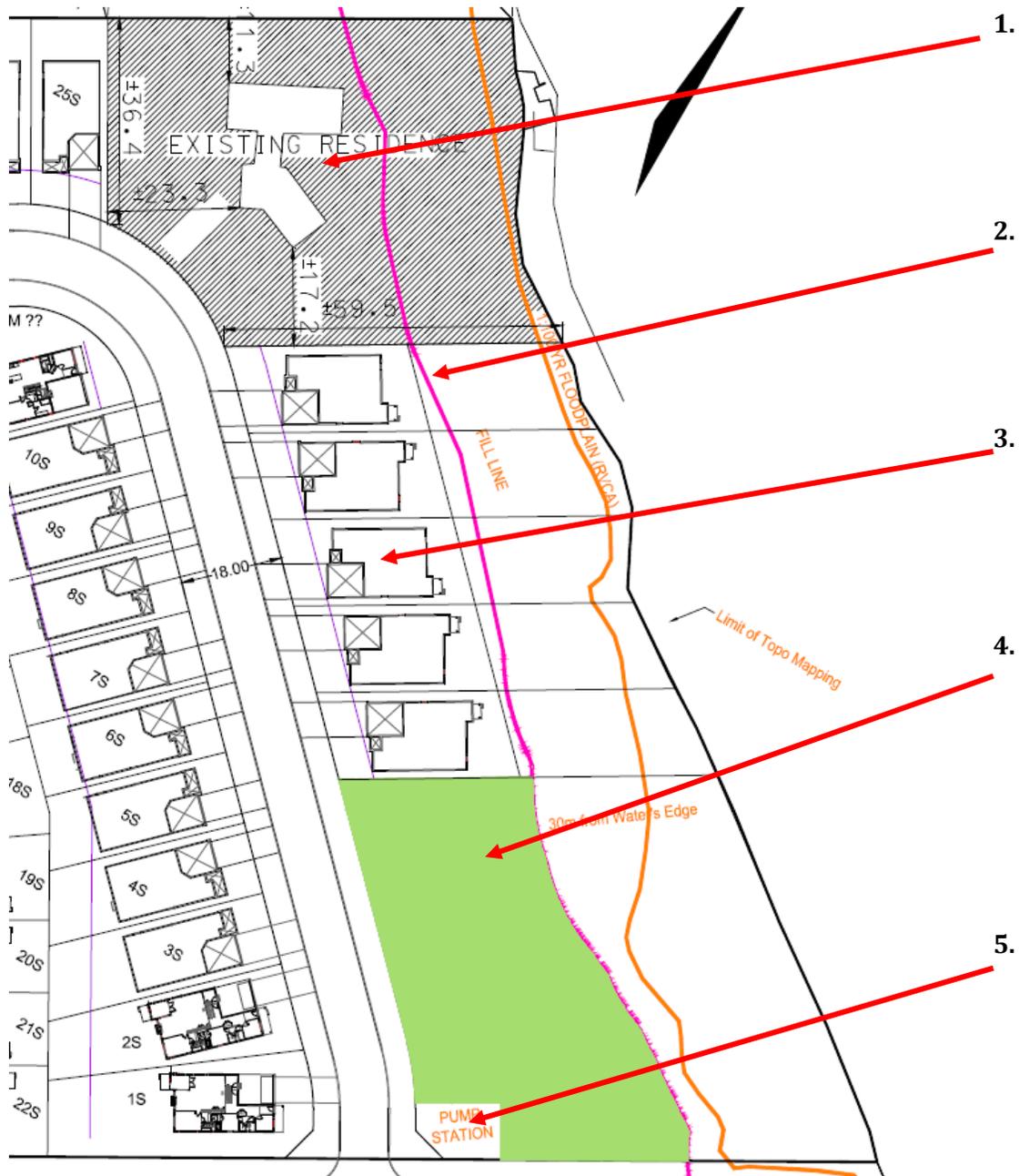


Figure 4: Detail from the Frontage Plan for the proposed development at 5721, 5731 and 5741 Manotick Main Street.

1. Existing residence to be retained; 2. Line (pink) indicating 30 m from the water's edge; 3. Single homes; 4. Proposed park; 5. Pump station. (Figure source: The Regional Group, April 2016. Annotated by Contentworks.)



Figure 5: Aerial view, 2014, of the development site outlined in red with the existing residence and outbuildings circled. (Figure source: EMaps, City of Ottawa, online at <http://maps.ottawa.ca/geoOttawa/>. Annotated by Contentworks.)



Figure 6: Subject property as seen from the shoreline, May 2016. (Figure source: The Regional Group.)



Figure 7: Looking west from the Rideau River towards Kelly Marie Drive. The subject study area begins on the north edge of Kelly Marie Drive (right side of the photograph.) (Figure source: The Regional Group.)



Figure 8: Looking west from the Rideau River towards Kelly Marie Drive, with the house at 5749 Kelly Marie Drive (immediately to the south of the development site) visible in the photograph. Many of the lots along this stretch of the Rideau River feature similar types of houses with a 10- to 20-m setback. (Figure source: The Regional Group.)



Figure 9: Properties located directly across the Rideau River from the development site. (Figure source: Contentworks, May 2016.)



Figure 10: Looking southeast from the development site showing typical shore conditions on both sides of the river just south of Long Island. (Figure source: Contentworks, May 2016.)

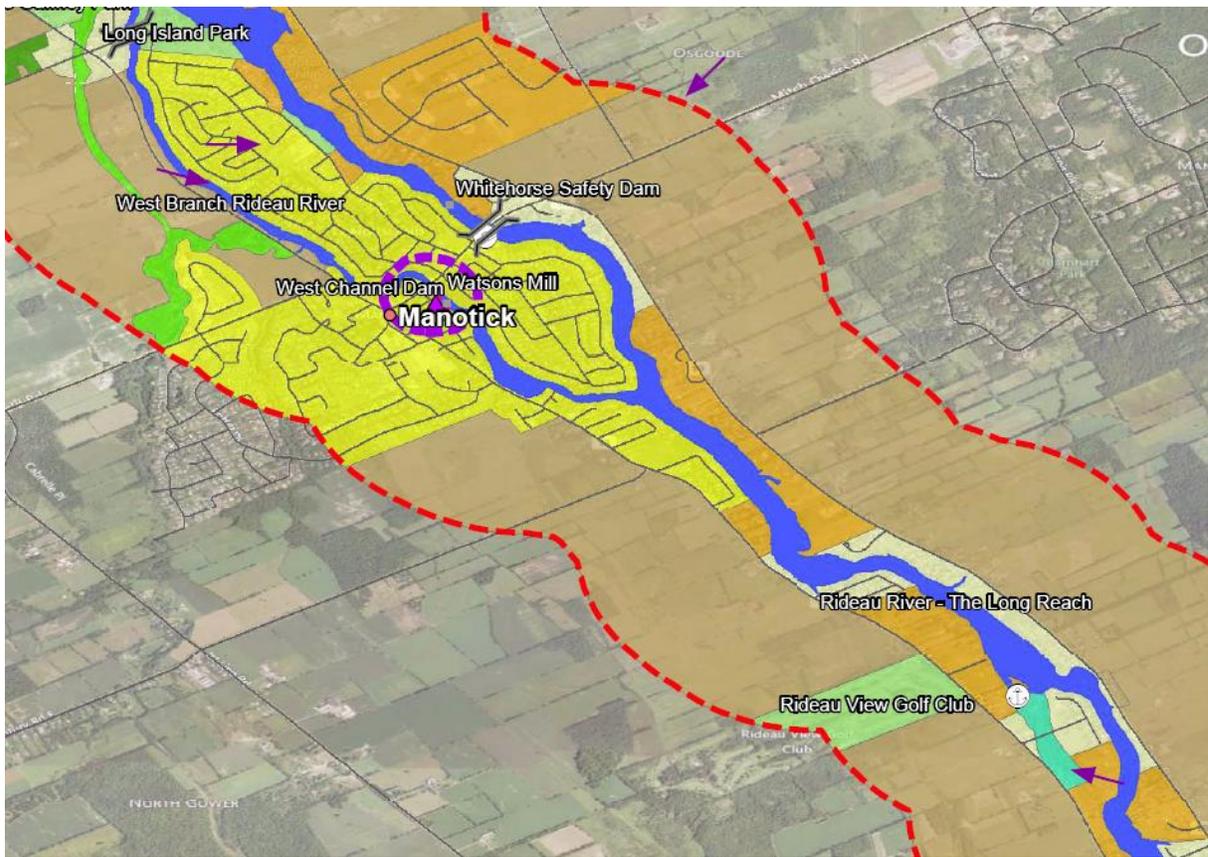


Figure 11: Landscape character map. The subject site is located at the arrow within an area characterized as "Urban". (Figure source: Dillon Consulting, Appendix A: Landscape Character Area Maps. p.

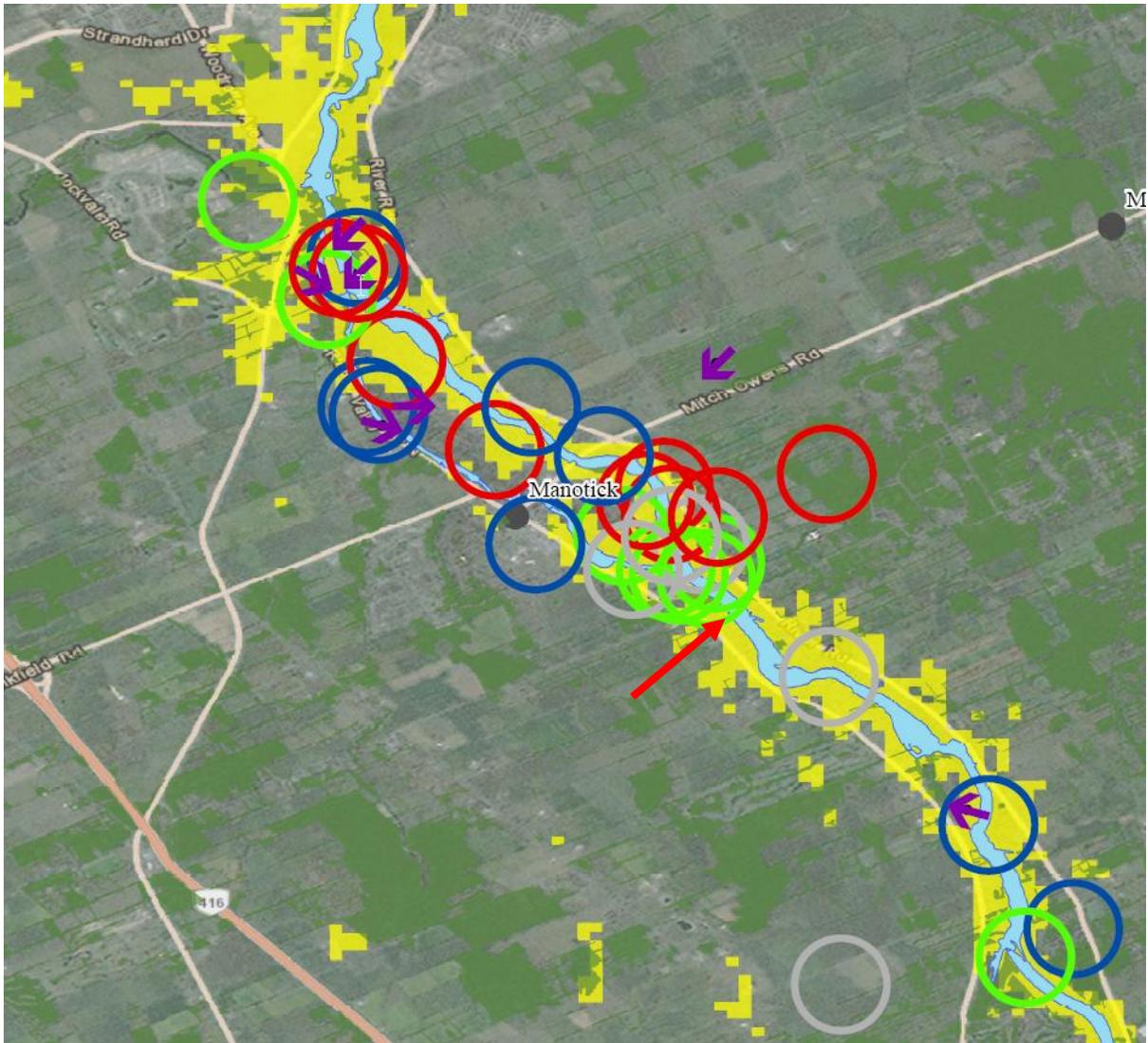


Figure 12: Appendix B: Visual Values from Public Consultation Maps. The subject site is located at the arrow within an area characterized as "Urban". (Figure source: Dillon Consulting, *Appendix A: Landscape Character Area Maps*, p. 4.

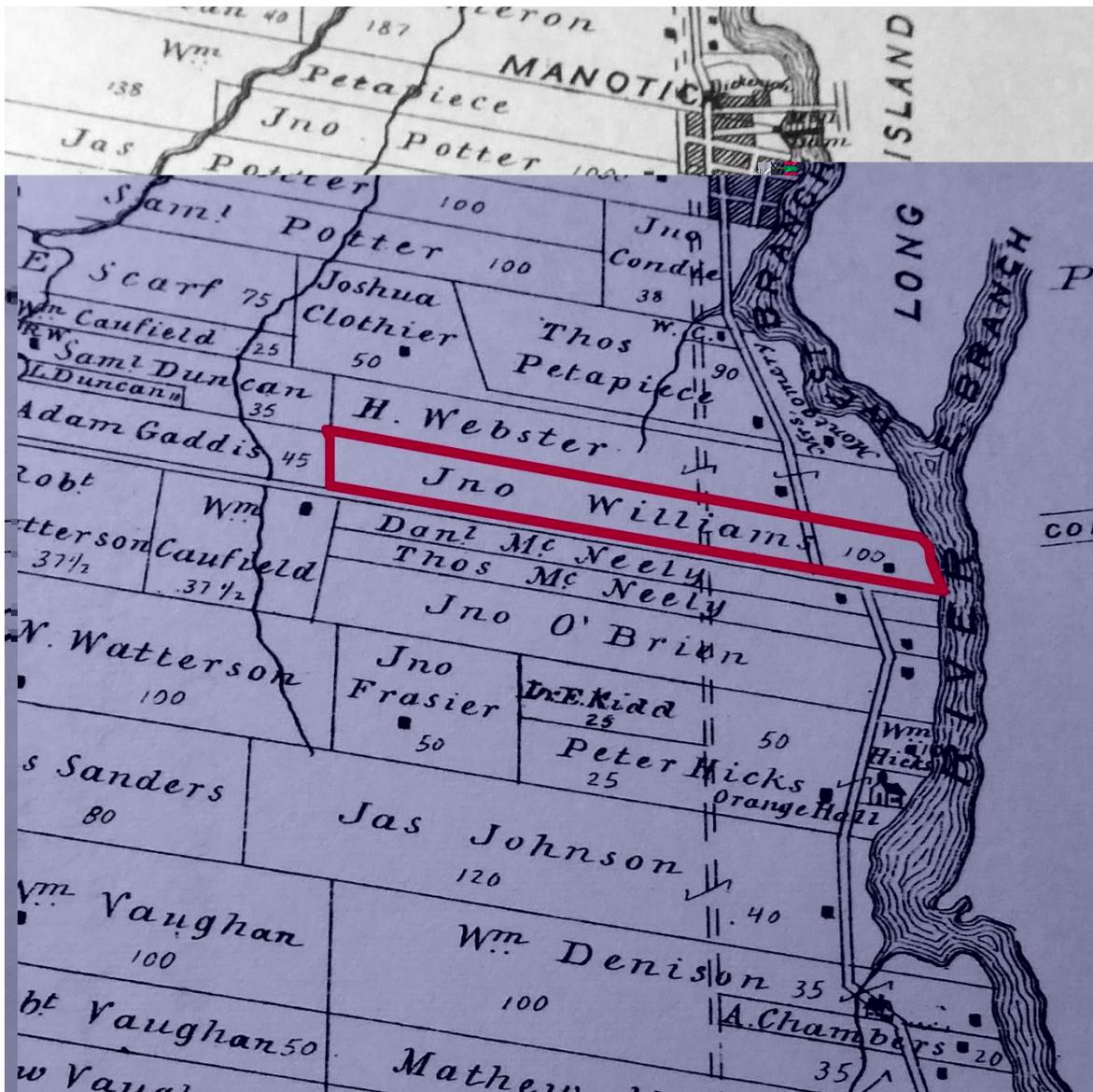


Figure 13: Property owned by "Jno Williams" in 1879. (Figure source: "Map of No. Gower Township" in H. Belden & Co. Illustrated Historical Atlas of the County of Carleton, Including City of Ottawa, Ont. Toronto: H. Belden, 1879. Annotated by Contentworks.)

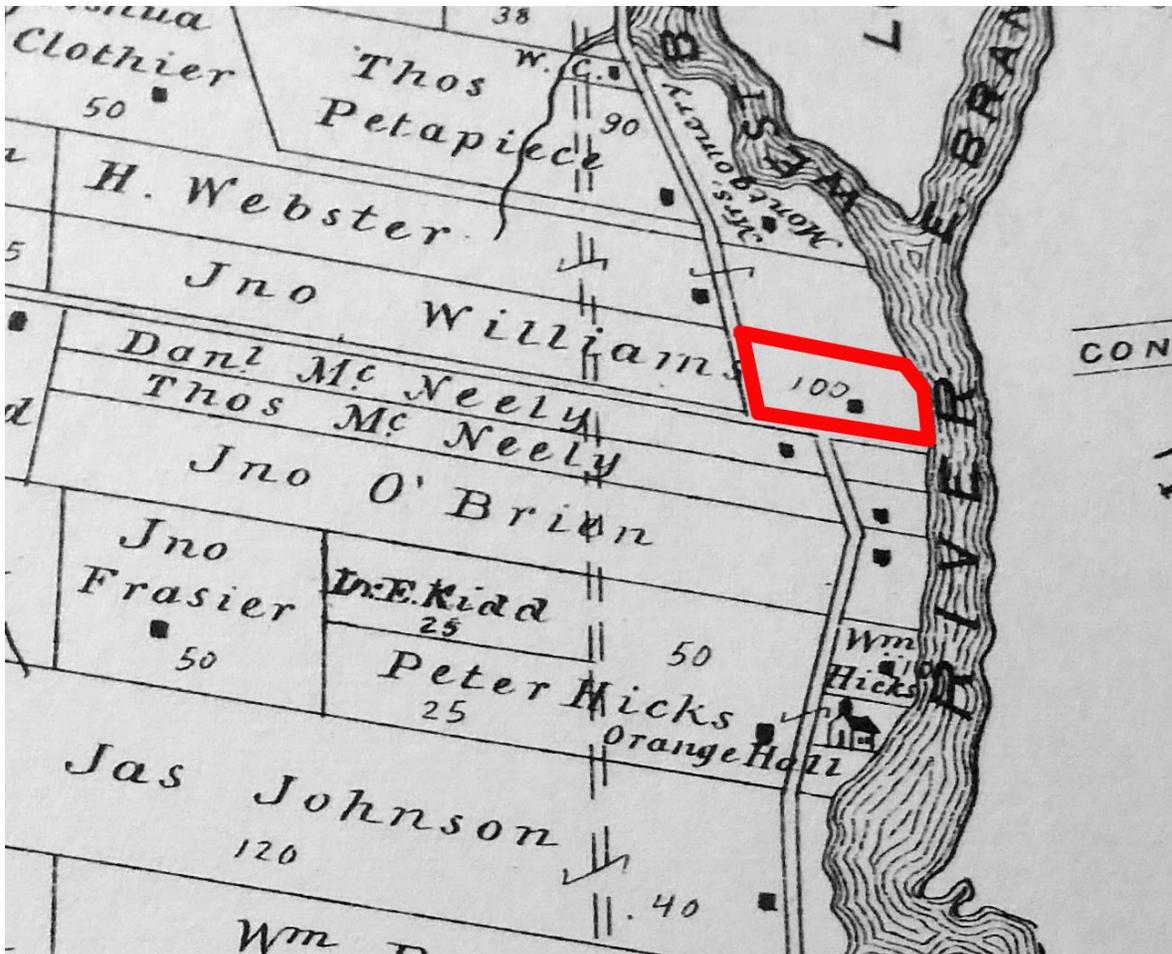


Figure 14: Portion (16 acres) of the “Jno Williams” property retained by Williams after the sale of 86 acres in 1896. (Figure source: “Map of No. Gower Township” in H. Belden & Co. Illustrated Historical Atlas of the County of Carleton, Including City of Ottawa, Ont. Toronto: H. Belden, 1879. Annotated by Contentworks.)



Figure 15: Aerial view, 1976, of the development site with the original farmstead area circled. (Figure source: EMaps, City of Ottawa, online at <http://maps.ottawa.ca/geoOttawa/>. Annotated by Contentworks.)

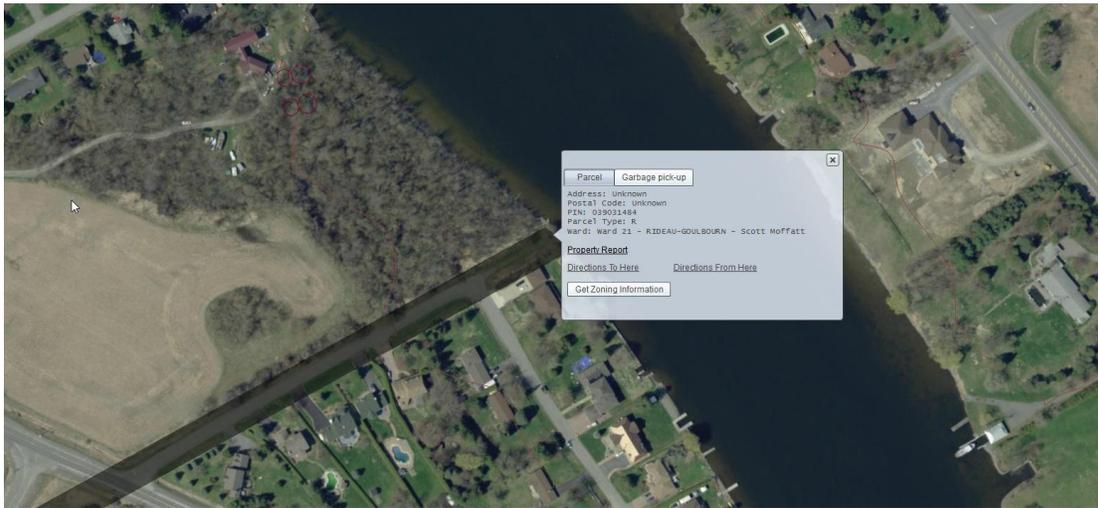


Figure 16: Public road allowance of Kelly Marie Drive. (Figure source: EMaps, City of Ottawa, online at <http://maps.ottawa.ca/geoOttawa/>.)