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# *Heritage Impact Assessment: 1086 Antochi Lane, Ottawa, ON*

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**Submitted by:**

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# 1 Introduction

The City of Ottawa has requested that a Heritage Impact Assessment (HIA) at the Draft Plan Approval stage be prepared to examine a residential development application at 1086 Antochi Lane on the Rideau River in Manotick (Figure 1 and Figure 2). The HIA considers potential effects of the proposed development on identified cultural heritage resources, specifically the Rideau Canal National Historic Site of Canada and Rideau Canal World Heritage Site.<sup>1</sup> The Rideau Canal includes the Rideau River.

The HIA is authored by Julie Harris<sup>2</sup>, Professional Member, Canadian Association of Heritage Professionals for 1910753 Ontario Inc.

## 1.1 Present Owner and Contact Information

Owner: 1910753 Ontario Inc.

Contact Information: Marko Cekic, Project Manager, Planning,

E: [mcekic@thomascavanagh.ca](mailto:mcekic@thomascavanagh.ca)

## 1.2 Planning Application

The project at 1086 Antochi Lane requires a Draft Plan of Subdivision and Rezoning. The proposed development is comprised of 19 residential units, 18 of which are semi-detached dwellings, and one of which is a detached dwelling (Figure 2). The 10 residential blocks are arranged to follow the contours of the Subject Site while retaining individual privacy and outlooks to the Rideau River. The blocks are just behind the required 30 m setback from the Rideau River. The units are provided with municipal services and accessed from a 6.7 m wide private street to be used for garbage and emergency vehicles.

Because the applications are for Draft Plan Approval and a Zoning By-law Amendment, the design of the units has not been finalized. Conceptually, a modern three-storey design is proposed for each unit, with a minimum of two parking spaces, which meets the requirement for combined resident and visitor parking in the Zoning By-law.

Pre-application consultations were held with the City of Ottawa, Parks Canada and the Rideau Valley Conservation Authority in August 2020.

## 1.3 Development Site

The development occupies a single parcel of land (currently residential, but formerly used for flower and vegetable gardens and a small resort camp)<sup>3</sup> that is .98 ha in size. The parcel's irregular-shaped boundaries border the Rideau River on the east side (Figure 3a and b). The south side of the property abuts Orchard Hollow Park. A set of seven one-storey residences, a two-storey residence, and outbuildings are extant on the property, some of which are located

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<sup>1</sup> The City of Ottawa Official Plan (2022), Part 1, Section 4.5.3 states that the City may require demonstration that development does not adversely impact the Rideau Canal as a heritage resource.

<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 the Ontario Land Tribunal, 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 in Ottawa and Ontario.

<sup>3</sup> "Gardener Grabs Rowboat, Saves Three Children," *Ottawa Citizen*, 15 August 1906: 1. Accessed through Newspapers.com.

within the 30 m setback from the Rideau River. All existing buildings will be demolished.

The property is relatively flat and faces the channel of the Rideau River that flows along the northwest shore of Long Island in Manotick (Figure 4). The channel in front of the subject property ranges from about 400 m to 800 m in width. The new development will be visible from the Rideau River and from properties on South Island Park Drive facing the river, but not from Manotick Main Street.

## 1.4 Sources

The following document, as well as the plans included in this report from 1910753 Ontario Inc., were used in the preparation of this report.

- Parks Canada, *Rideau Corridor Landscape Strategy: Landscape Character Assessment & Planning and Management Recommendations*, [2012]
- Parks Canada, *Rideau Canal World Heritage Site Management Plan*, 2005
- Parks Canada, *Rideau Canal National Historic Site of Canada Management Plan*, 2005
- City of Ottawa, *Official Plan*, 2022
- City of Ottawa, "Village of Manotick Secondary Plan," *Official Plan*, Volume 2, 2022.
- Ministry of Municipal Affairs and Housing, *Provincial Policy Statement, 2020*.
- Parks Canada, *The Cultural Landscapes of the Rideau Canal Corridor, Phase II Study*, 1998.

## 1.5 Concise Description of Context

The intersection of Antochi Lane and Manotick Main Street is the site of City of Ottawa Fire Station 94. The other properties on Antochi Lane (which is a short street approximately 200 m long) are occupied by a combination of substantial new homes and older one-storey residences and recreational homes (Figure 5, Figure 6 and Figure 7).

The Rideau Canal (which is integrated into the Rideau River in this section) is administered by Parks Canada. In 2012, Parks Canada commissioned a landscape character study of the entire canal from Ottawa to Kingston. Antochi Lane is part of Section 2a. Hogs Back Locks (Locks 11-12) to Kars (Figure 8). The study describes the part between Hogs Back Locks in Ottawa and the south end of Manotick as being an almost continuous suburban/urban landscape.<sup>4</sup> The study states:

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>5</sup>

The above description is an accurate snapshot of conditions today.

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<sup>4</sup> Parks Canada, *Rideau Corridor Landscape Strategy: Landscape Character Assessment & Planning and Management Recommendations*, [Ottawa], [2012]: [16].

<sup>5</sup> Parks Canada, *Rideau Corridor Landscape Strategy*: [21].

## 1.6 Relevant Information from Council Approved Documents

### 1.6.1 Ottawa *Official Plan 2022* regarding the Rideau Canal

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Vol. 1 of the *Official Plan (OP) 2022* of the City of Ottawa states in Section 4.5.2 that the “Development including or adjacent to these sites [Rideau Canal National Historic Site and World Heritage Site] shall have regard for their cultural heritage value.” The subject property is on the shore of the Rideau River, which is part of the Rideau Canal system.

When reviewing development applications, the City will consider “Elements of the built form, including height, scale and massing, of such development shall ensure that the defined cultural heritage value and attributes of the property or HCD will be conserved, while balancing the intensification objectives outlined throughout this Plan.”<sup>6</sup> There are no municipal heritage buildings (fully designated or listed on the Heritage Register) within a kilometre of the subject property.<sup>7</sup>

### 1.6.2 The Village of Manotick Secondary Plan

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In reference to the parcel to be developed at 1086 Antochi Lane, the Village of Manotick Secondary Plan in the OP states:

Development of the property located off Antochi Lane will be developed in accordance with the Official Plan regarding River and Canal Corridors, in support of the Rideau Canal as a National Historic Site and UNESCO World Heritage Site designation and other relevant policies. Development review will be undertaken in consultation with Parks Canada.

The proponent met with Parks Canada as part of the pre-consultation process in August 2020 with an earlier, but very similar, version of the concept plan (Figure 9) that is discussed in the Alternatives section of this HIA.

The proposed development at Antochi Lane is outside the boundaries of Manotick character areas identified in the Village of Manotick Secondary Plan.<sup>8</sup>

## 1.7 Provincial Guidance

### 1.7.1 Ministry of Municipal Affairs and Housing, *Provincial Policy Statement, 2020* under the *Planning Act* (Section 2.6 Cultural Heritage and Archeology)

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The development site is located very close to a cultural heritage landscape (the Rideau Canal). The 2020 *Provincial Policy Statement (PPS)* includes “cultural heritage landscapes” and “adjacent lands to protected heritage property” as lands that “shall be preserved” (Section 2.6 Cultural Heritage and Archeology). Sub-sections 2.6.1 and 2.6.3 state that:

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.3 Planning authorities shall not permit development and site alteration on

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<sup>6</sup> The subject property is well outside the boundaries of the Rideau Canal Special District outlined in the City of Ottawa’s *Official Plan (2022)*.

<sup>7</sup> GeoOttawa search identified no heritage properties of any type near the subject property at 1086 Antochi Lane.

<sup>8</sup> The property is well outside the boundaries of Manotick Character Areas identified in the Manotick Secondary Plan.

adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

## 1.8 Rideau Canal National Historic Site and World Heritage Site

### 1.8.1 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.

Universal values associated with the UNESCO World Heritage Site:<sup>9</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. The 30 m setback was endorsed for the World Heritage Site because it helps protect the visual setting of the canal as well its natural environment. All structures on the western edge of the St. Mary's Riverside Development are 45 m or more from the river's edge (and the edge appears to be very close to what is the high-river mark in this section of the Rideau River.)

## 1.9 Directly Affected Cultural Heritage Attributes

The development site does not contain any cultural heritage resources designated under provisions of the City of Ottawa's Heritage Register.

The property is located on the shore of the Rideau River, which is part of the Rideau Canal World Heritage Site and Rideau Canal National Historic Site of Canada. The following attributes of the Rideau have potential to be directly affected by the proposed development.

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<sup>9</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.

## Property

## Cultural Heritage Attributes

Rideau Canal World Heritage Site and Rideau Canal National Historic Site of Canada

- Evidence of the relationship between Canal construction and the natural environment (Parks Canada documents)
- The waterway's ecosystem features that form an integral part of the history and natural landscape of the Rideau (Parks Canada documents)
- The combination of historic engineering works and buildings, open spaces, natural features, the canal itself, and adjacent diverse landscapes. (City of Ottawa *OP*)

## 2 Site Development History

The property under development at 1085 Antochi Lane is mapped in the *Carleton County Atlas* of 1879 as being occupied by Mrs. Montgomery (Figure 10). In 1960, the owner of the property, Walter Antochi, was interviewed by the *Ottawa Citizen* after rescuing a family from the Rideau River after their boat caught fire.<sup>10</sup> He described his property as a “flower garden and little summer resort.” At present, however, the property is residential only. Nothing about the history of the property or the two identified occupants suggests that it should be the subject of further study for built heritage purposes.

## 3 Description of Proposed Development

### 3.1 Organization

The proposal comprises 19 residential units, 18 of which are semi-detached dwellings, and one of which is a detached dwelling. The units are arranged to follow the contours of the Subject Site and to provide privacy from each other and an outlook to the Rideau River. The buildings will be sited just outside the required 30 m setback from the Rideau River.

### 3.2 Architecture

A concept drawing (Figure 3) for the units shows a modern three-storey design that will be applied to all the units. In place of patios, the development will use raised balconies on the river side of each unit. Each unit will be provided with a minimum of two parking spaces, which meets the requirement for combined resident and visitor parking in the Zoning By-law.

### 3.3 Landscape

A landscape plan for the area within the 30 m setback and around the new buildings will be produced to supplement environmental mitigation proposed in the Environmental Impact Statement (EIS) report under preparation from Muncaster Environmental Planning. It is anticipated that some of the residential units will be visible from the river, but that the growth of vegetation will obscure views from the river to the units over time.

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<sup>10</sup> “Gardener Grabs Rowboat, Saves Three Children,” *Ottawa Citizen*, 15 August 1906: 1. Accessed through Newspapers.com.

## 4 Impact of Proposed Development

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

### 4.1 General impacts

The following list of potential impacts have been selected from the City of Ottawa’s guide for the preparation of Cultural Heritage Impact Statements.

Type of Impact	Comment
Obstruction of views (to the Rideau River)	The proposed development will not obstruct any existing views of the Rideau River on public streets.
Obstruction of views (from the Rideau River)	The foreground of the view from the Rideau River will be improved because extant buildings within the 30 m setback will be removed and vegetation will be added. This section of the Rideau River has already been heavily urbanized.
Change in land use	No change in land use is required.
Respecting massing, profile and character	The proposed development is consistent with the existing massing, profile and character of urban development on the west shore of the Rideau River in this section. Other homes in the area are of similar size. In the way that the units are placed on the parcel, set back from the river and without using a strict grid, the development is sensitive to its river context.
Established setback	The proposed development is set back from the river at a minimum of 30 m.
Heritage qualities of the street as a public place	The Rideau River is the “public place” affected by the proposed development. This section of the Rideau River is already urbanized and the proposed development includes removing buildings that are within the 30 m setback.
Minimizing loss of landscaped open space	No landscaped open space is lost.
Sympathetic contemporary design and harmony with existing architectural forms and materials	The final design of the residential units has not been completed, but the units will be typical of contemporary residences of substantial value in being three storeys in height with flat roofs and large windows. Many new and existing residences along the Rideau River are similar in design. The use of natural materials, as well as natural colours, would help reduce the visual impact of the buildings in views towards the development from the Rideau River.

## 4.2 Impacts on Heritage Attributes

The following table draws together the heritage attributes listed in Section 1.9 of this HIA.

Attribute	Comment
<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 form an integral part of the history and natural landscape of the Rideau (Parks Canada documents)</li> </ul>	<p>The natural course of the Rideau River and the topography of its shorelines will not be affected by the development. The buildings will be located outside the 30 m setback.</p> <p>The development proposed for 1086 Antochi Lane aims to return the shoreline to a more natural condition by removing existing buildings and undertaking environmental mitigation.</p>

## 4.3 Consistency with the Provincial Policy Statement (2020)

Policy	Comment
<ul style="list-style-type: none"> <li>2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.</li> <li>2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.</li> </ul>	<p>No built heritage resources, such as historic engineering works of the Rideau Canal will be affected by the development, which is located about 1 km from the nearest lock at the north end of Long Island. The cultural landscape of the Rideau Canal will be not be affected, since the property has been developed previously and the proposed project aims to improve the landscape and shoreline.</p> <p>This HIA is required by the City of Ottawa to evaluate heritage impacts of the proposed development on the Rideau Canal National Historic Site of Canada and World Heritage Site</p>

## 4.4 Positive heritage impacts

The development is likely to have a positive impact on the appearance and ecosystem value of the Rideau Canal National Historic Site and UNESCO World Heritage Site.



## 4.5 Adverse heritage impacts

No adverse cultural heritage impacts are expected.

## 4.6 Alternatives and Mitigation Strategies

### 4.6.1 Alternatives

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As per the Manotick Village Secondary Plan and policies of the OP (past and current), 1910753 Ontario Inc. met with Parks Canada as part of the pre-consultation process in August 2020 with an earlier version of the concept plan that showed 18 units in a set of five blocks (Figure 9). Three of the blocks were much wider than the blocks in the current plan. The two concepts, 2020 (Figure 9) and 2023 (Figure 2) differ in two ways – the 2020 plan had fewer blocks and the multi-unit blocks were wider than the two-unit blocks of the 2023 concept. The 2023 concept breaks up the massing of the development more effectively.

Parks Canada provided a written response for the proposed plan 2020 as follows:

We are pleased to see that the 30-metre setback from water will be maintained for new buildings and structures. This is perceived as a net gain over the pre-existing situation, and is consistent with the Rideau Canal's inscription as a UNESCO World Heritage Site. The existing vegetated buffer between the development and the Rideau Canal should be maintained and enhanced wherever possible, especially in disturbed areas.<sup>11</sup>

The EIS report will include recommendations regarding planting and shoreline treatments to maintain and enhance the vegetated buffer between the development and the Rideau River, as recommended by Parks Canada. Further landscape plans will be prepared that will likely increase the number of trees that can mature over time to soften the view from the Rideau River to the development.

### 4.6.2 Mitigation Recommendations

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When designing the residential units, the use of natural materials (stone and wood), as well as neutral colours, could help reduce the visual impact of the buildings in views towards the development from the Rideau River.

All recommendations proposed in the EIS should be followed and consideration should be given to planting trees that will be high enough to reduce the visibility of the residence from the view from the river.

## 5 Conclusion

As per the comments from Parks Canada from the pre-consultation meetings, the proposed development represents “a net gain over the pre-existing situation.” Additional vegetation and trees in the buffer area and consideration of the colours and materials used in the design of the new buildings can strengthen the positive impacts of the development. The consultant supports the development.

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<sup>11</sup> Email from Craig Cunningham, Parks Canada, to Jeff Ostafichuk, City of Ottawa, 17 August 2020. [Copy provided by 1910753 Ontario Inc.]

# Figures

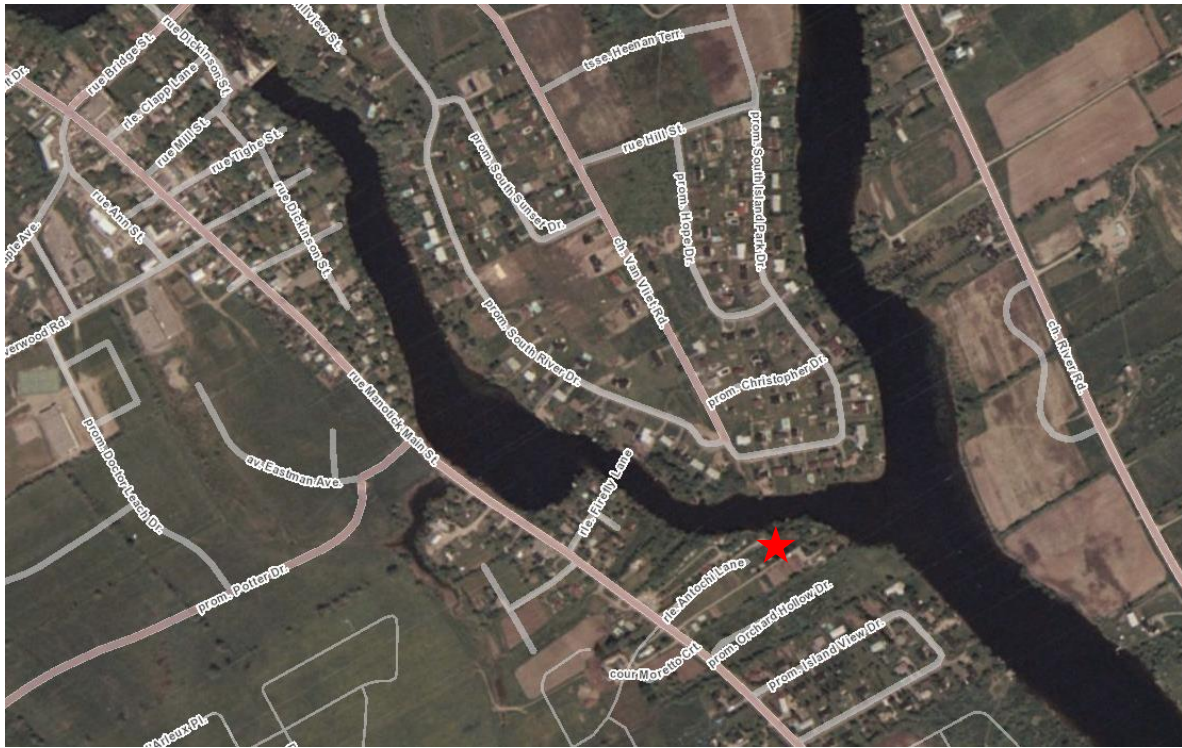


Figure 1: Location of 1086 Antochi Lane. Source: GeoOttawa, with aerial view from 2021.

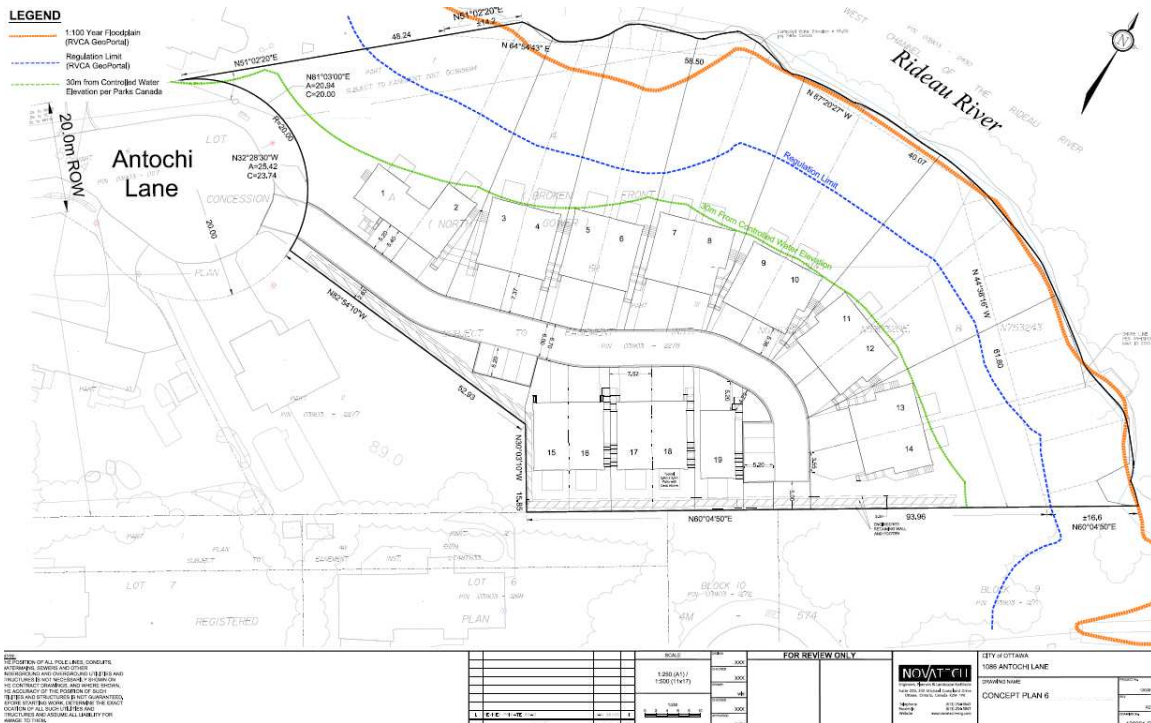


Figure 2: Novatech, Concept Plan 6, 1086 Antochi Lane, 26 January 2023.

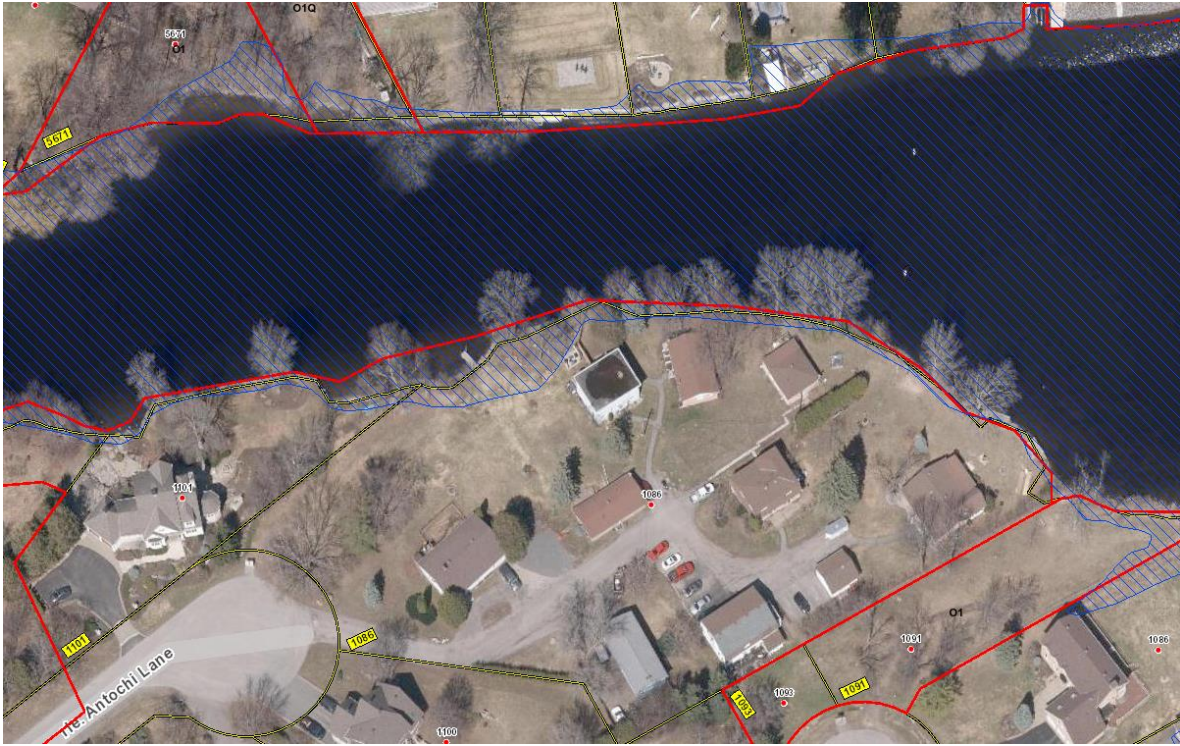


Figure 3a and 3b: Property parcel, 1086 Antochi Lane, showing the 8 residential structures and other buildings currently on the property, with an image from Google Streetview showing some of the buildings on the property. Source (top): GeoOttawa, aerial view from 2021.



Figure 4: 3-D view of the property (red marker) oriented with the south end of Manotick Island on the right (east). Source: Google 3D view.



Figure 5: 1101 Antochi Lane, located two lots to the west of the the subject property at 1086 Antochi Lane. This house appears to be set back only 13 m from the river. Source: Google Streetview, image from 2019.



Figure 6: 1100 Antochi Lane, located immediately to the west of the subject property at 1086 Antochi Lane. Source: Google Streetview, image from 2019.



Figure 7: 1099 Antochi Lane, located west of the subject property at 1086 Antochi Lane. Source: Google Streetview, image from 2019.

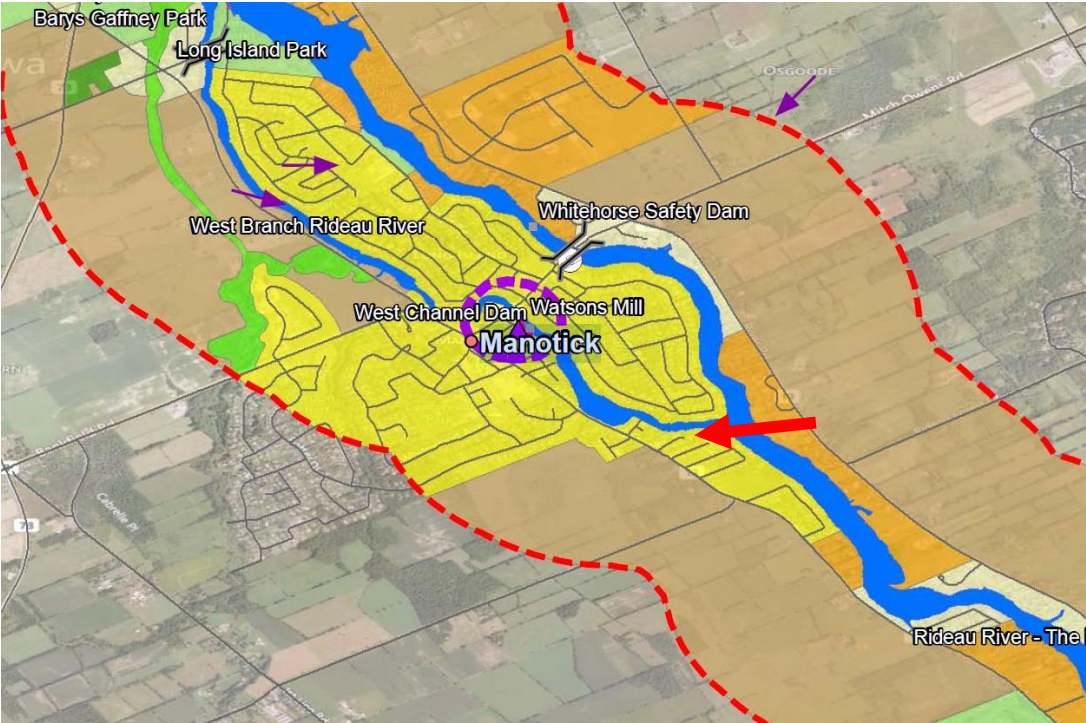


Figure 8: Sector 2 Landscape Character map (detail) character map, *Rideau Corridor Landscape Strategy*, Appendix A, Map 2. The bright yellow area, which includes 1086 Antochi Lane (arrow), is identified as “urban”. (Source: Dillon Consulting, *Appendix A: Landscape Character Area Maps*. p. 4.)

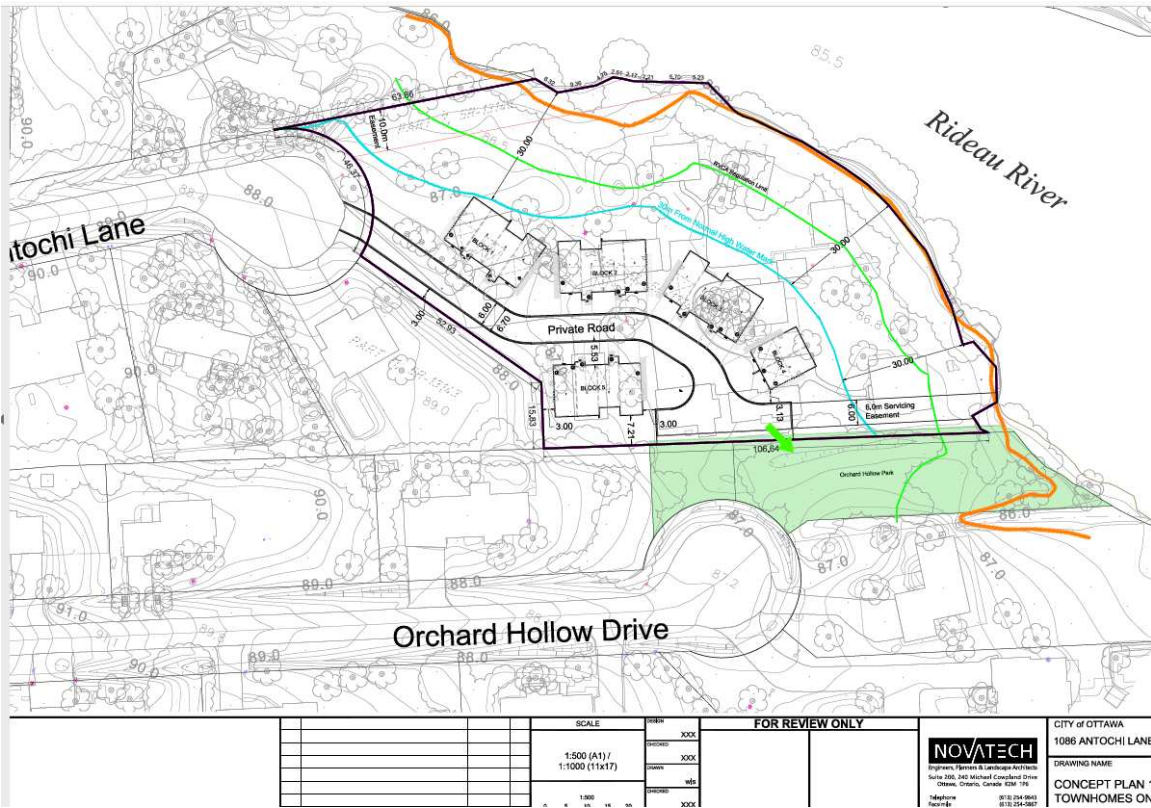


Figure 9: Novatech, Concept Plan 1, 1086 Antochi Lane, 5 May 2020.



Figure 10: Detail from the Carleton County Atlas, 1879, showing occupancy of the properties that include 1086 Antochi Lane as being Mrs. Montgomery. Source: Reprinted and digitized by McGill University, online at: <https://digital.library.mcgill.ca/countyatlas/showmap.php?Township=Gower+North&plotX=1986&plotY=758&getMap.x=65&getMap.y=20>

# Appendix 1: Heritage Value Texts

## 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.

## 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.

## Rideau Corridor Cultural Landscape Study

The development site is located 40 m east of the Rideau River. The RCCLS describes the "Values, Views and Visual Relationships" for the Hogs Back Locks (Locks 11-12) to Kars sector 2a as:

- part of the 40.7 km 'Long Reach' without locks
- Mooney's Bay Park and beach
- steep-sided, narrow, sinuous river to Black Rapids Lockstation
- the historic settlement of Manotick - Watsons Mill, Dickinson House
- historic settlement of Kars
- suburban/urban landscapes between Hogs Back Locks and Manotick; agricultural landscapes between Manotick and Kars
- Black Rapids Lockstation; Long Island Lockstation and stone arch dam, Nicholl's Island and view from the dam