
Cultural Heritage Impact Statement: 3930 and 3960 Riverside Drive, Ottawa, ON

Submitted by:

Julie Harris, CAHP, Contentworks, Inc. | 120 Sunnyside Avenue, Ottawa, ON K1S 0R1 | T: 613 730-4059 M: 613 799-4059 | E: jharris@contentworks.ca

1	INTRODUCTION	2
1.1	INTRODUCTION	2
1.2	PRESENT OWNER AND CONTACT INFORMATION	3
1.3	DEVELOPMENT SITE	4
1.4	CONCISE DESCRIPTION OF CONTEXT	4
1.5	RELEVANT INFORMATION FROM COUNCIL APPROVED DOCUMENTS	5
1.6	PROVINCIAL GUIDANCE	7
1.7	RIDEAU CANAL	7
1.8	DIRECTLY AFFECTED CULTURAL HERITAGE ATTRIBUTES	8
2	HERITAGE RESOURCE DESCRIPTION AND HISTORY	9
2.1	SITE DEVELOPMENT HISTORY	9
3	HERITAGE VALUE STATEMENTS	10
4	DESCRIPTION OF PROPOSED DEVELOPMENT	10
4.1	ORGANIZATION AND LANDSCAPE	10
5	IMPACT OF PROPOSED DEVELOPMENT	11
5.1	GENERAL IMPACTS	11
5.2	IMPACTS ON HERITAGE ATTRIBUTES	12
5.3	POSITIVE HERITAGE IMPACTS	13
5.4	ADVERSE HERITAGE IMPACTS	13
6	ALTERNATIVES AND MITIGATION STRATEGIES	13
6.1	ALTERNATIVES	13
6.2	MITIGATION	13
7	CONCLUSION	14
	ADDITIONAL FIGURES	15
	APPENDIX 1: HERITAGE VALUE TEXTS	27
	HERITAGE VALUE STATEMENT IN THE CITY OF OTTAWA OFFICIAL PLAN	27
	RIDEAU CANAL NATIONAL HISTORIC SITE OF CANADA	27
	UNESCO STATEMENT OF OUTSTANDING UNIVERSAL VALUE FOR THE RIDEAU CANAL WORLD HERITAGE SITE	28
	RIDEAU CORRIDOR CULTURAL LANDSCAPE STUDY	29

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 two development applications (Plan of Condominium for New Vacant Land and Zoning By-law Amendment to permit a “school”, “automobile dealership”, “mid-rise residential” and “high-rise residential”) at 3930 and 3960 Riverside Drive. The CHIS considers potential effects of the developments led by by Taggart Realty Management (Taggart) on identified cultural heritage resources, including properties designated under the provisions of the *Ontario Heritage Act* and federally recognized heritage resources, namely, the Rideau Canal and Rideau River.

The planning application also involves the transfer of about 1.9 ha of environmental lands to the City, but this CHIS is focused exclusively on the two development applications.

The development property is about 6 ha in size (Figure 2). Its irregular-shaped boundaries include a segment set back about 50 m from the Rideau River and a larger portion that extends down to the river that will be part of the Environmental Lands to be transferred to the City.

The development applications anticipate several projects and uses on the property: a pair of two-storey car dealerships; a mid-rise apartment building of about 12 storeys; a two-story retail block; a two-story school; and a multi-storey retirement residence (with memory-care units and independent and retirement living units) of up to 12 storeys.¹ The main access road will lead off of Riverside Drive to surface parking areas and buildings (Figure 3).



Figure 1: Hunt Club Rd. –Riverside Dr. Site Study, Location Plan, 08 March 2018. The red circle highlights the proposed development site. Source: Taggart Realty Management / Hobin Architects.

¹ Communication with Alex Turner, Taggart Realty Management, 15 Feb 2018.

Due to the project's location, this CHIS authored by Julie Harris², Professional Member, Canadian Association of Heritage Professionals, addresses the potential impact of the development on the Rideau Canal National Historic Site of Canada and World Heritage Site, which includes the Rideau River.

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

- Taggart Realty Management / Hobin Architects, *Hunt Club Rd. – Riverside Dr. Site Study*, 08 March 2018.
- Taggart Realty Management
 - Golder Associates Ltd., *Report on Phase One Environmental Site Assessment Proposed Development at Riverside Drive and Hunt Club Road*, submitted to Taggart Realty Management, February 2017
- City of Ottawa, *Official Plan*
 - Section 2.5.5 Cultural Heritage Resources, as amended 18 August 2011
 - Section 4.2 Adjacent to Land-Use Designations, as amended 21 July 2011
 - Section 4.6.3 River and Canal Corridors, as amended 4 August 2010
- Ministry of Municipal Affairs and Housing, *Provincial Policy Statement under the Planning Act*, 30 April 2014
 - 2.6 – Cultural Heritage and Archaeology
- *Ontario Heritage Act, Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest*, 25 January 2006, no amendments
 - 1. Criteria
- 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
- Rhoda Bellamy, *Landscapes and Cultural Heritage: The Hunt Club Community, Ottawa, Ontario*, April 1998. Online at: <http://web.ncf.ca/bf250/bellamy.html>.

1.2 Present Owner and Contact Information

- Owner: St. Mary's Land Corporation
- Contact Information

Alex Turner, Manager, Planning and Development
Taggart Realty Management
225 Metcalfe Street, Suite 708, Ottawa, ON K2P 1P9
T: 613 234-7000 ext. 579, E: aturner@taggart.ca

² 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. Research assistant Rebecca Cloutre contributed to the background research for this report.

1.3 Development Site

The development site located on the northwest corner of Hunt Club Road and Riverside Drive. is about 6 ha in size and irregular in shape. The north side abuts Riverwood Park, which is a natural treed area, and Upland Riverside Park, which contains a sports field and play areas. The west edge of the parcel slopes from east to west down towards the Rideau River. The south side of the property includes a small stretch of 89 m along Hunt Club Road. The east edge of the property has frontage of 284 m along Riverside Drive. The site consists of uneven terrain with sparse shrubs and young trees.

Nearby properties include a gas station on the southwest corner of Hunt Club Road and Riverside Drive and a shopping plaza on the southeast corner. The Hunt Club Golf and Country Club is located across Riverside Drive to the east of the site.

1.4 Concise Description of Context

The development project will be accessed from Riverside Drive just north of Hunt Club Road. Nearby residential and commercial areas were developed in the 1990s and 2000s. The Hunt Club Golf and Country Club, which is located across Riverside Drive, was founded in 1907, but the greens and fairways are screened from view on Riverside Drive by trees.

The development site is located adjacent to the Rideau River, which is used as a channel for the Rideau Canal in this section. The site is visible along Riverside Drive and from Hunt Club Bridge looking northeast (Figure 4). The development will be visible in all seasons from the Rideau River.

The Rideau Canal (which is the Rideau River in this section) is administered by Parks Canada. In 2012, Parks Canada commissioned a landscape character study of the canal. The following description of the Mooney's Bay to Black Rapids Lock section, in which the development site is located, was included in the report [emphasis added]:

The Rideau River widens into a small lake south of Hogs Back Locks. The open lands of Mooney's Bay Park and Beach occupy most of the east side, with burgeoning suburban development buffered by a verge of trees on the east. South of Mooney's Bay the Rideau Canal waterway follows a broad, meandering path to the Black Rapids Lock (Lock 13), bordered by a mix of intensive suburban development and estate residential. **An extensive wooded area buffers the east side adjacent to the airport lands.** The Black Rapids area includes a single lock with a lift of 2.8m dating to 1830, the lockmaster's house c. 1914, and dam and weir structures which date to the mid 20th century. The small managed parkland area is popular for picnicking and fishing.³

Based on consultations during the study, the area within which the development site is located was characterized as "Land Potentially Visible from the Rideau Canal" (Figure 5).

The development site is located above a wooded area in a section of the river on either side of

³ Parks Canada, *Rideau Corridor Landscape Strategy: Landscape Character Assessment & Planning and Management Recommendations* [2012], p. 14.

Hunt Club Bridge that narrows to be about 80 m (Figure 6).

1.5 Relevant Information from Council Approved Documents

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

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

1.5.2 Ottawa *Official Plan* (Section 2.5 Building Liveable Communities)

Section 4.2, “Adjacent to Land-Use Designations” in the *Official Plan* (OP) of the City of Ottawa, as amended 21 July 2011, states that a CHIS is required for residential developments of one or more dwellings on lots that abut the Rideau Canal UNESCO World Heritage Site. Section 4.2 is cross-referenced to Sections 2.5.5 and 4.6.3.1. The OP includes “canals” as a form of potential “cultural heritage landscape” (Section 2.5). Sub-section 2.5.5 – Cultural Heritage Resources, as amended 18 August 2011, states that:

Heritage is a crucial aspect of the City’s planning and infrastructure. It has the power to transform mundane daily experiences into a deeper understanding of where we have come from and enhances our quality of life by engendering an appreciation of local identity and shared community. Our cultural heritage, more than any other element of urban design, defines what is unique and distinct about Ottawa, and contributes to the liveability of our communities.

In recognition of the non-renewable nature of cultural heritage resources, and as the steward of these resources in Ottawa, the City will continue to preserve them in a manner that respects their heritage value, ensures their future viability as functional components of Ottawa’s urban and rural environments, and allows them to continue their contribution to the character, civic pride, tourism potential, economic development, and historical appreciation of the community.

The Rideau Canal falls into the “Cultural heritage landscape” section under Cultural Heritage Resources:

Cultural heritage landscape: means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, farms, canals, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.

Specific policies in place (Section 2.5.5) with respect to the Rideau Canal UNESCO World Heritage Site include:

- (25) In order to recognize and protect the cultural heritage resource significance of the Rideau Canal UNESCO World Heritage Site, the City will also participate in a study, the Rideau Corridor Landscape Strategy, along with representatives from First Nations, federal and provincial agencies, municipalities, non-governmental organizations, property owners and others. It is anticipated that this study will recommend planning management tools that the

City may choose to implement that:

- a. identify and protect the cultural heritage landscapes, Algonquin history, and built heritage resources of the waterway;
- b. explore the introduction of design guidelines that can be implemented through the site plan control process, for new development along the waterway;
- c. identify measures to conserve the terrestrial and marine archaeological resources of the Rideau Canal;
- d. recognise that the canal passes through existing and planned urban and village communities which are subject to growth and renewal over time [Amendment #76, OMB File #PL100206, August 18, 2011].

1.6 Provincial Guidance

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

The *Provincial Policy Statement* (PPS) under the Ministry of Municipal Affairs and Housing's *Planning Act* 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, as amended 30 April 2014, states 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 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.

The development site is located very close to a cultural heritage landscape (the Rideau Canal).

1.7 Rideau Canal

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

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:⁴

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

1.8 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. Based on a site visit on 1 March 2018 and research conducted for the CHIS, it appears that no potential cultural heritage resources were missed in previous surveys.

The west development site boundary measures 258.5 m and is located 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">• 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 <i>OP</i>)

⁴ 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.

2 Heritage Resource Description and History

2.1 Site Development History

This history of the Riverside Drive and Hunt Club Road development site is drawn from the *Phase One ESA – Proposed Development at Riverside Drive and Hunt Club Road, Ottawa, Ontario* prepared by Golder Associates Ltd. in 2017 for Taggart Realty Management.

2.1.1 Early Site History: Land Use from the mid 1880s to 1981

The property located on Rideau Front of Gloucester Township, Lot 5, Concession 2, was purposed by William Upton from William Little c 1858.⁵ Upton expanded his land holdings into a large mixed farm of 215 acres called Grove Land that he operated until his death in 1893 (Figure 7). His son sold the farm, which was known for its sandy lands near the river, in 1907, with most of the land being purchased by the Ottawa Hunt Club that was later transformed into the Hunt Club Golf and Country Club. River Road (which became Riverside Drive) bisected the property.⁶

The City of Ottawa Historic Land Use Inventory (HLUI) shows that the operation of the sand and gravel pit – the first use of the development site after farming ended – began in 1912.⁷ In 1930, the southern portion of the site was mainly occupied by two sand and gravel pits (Figure 8). Another sand and gravel pit can be seen in aerial photographs to the north, located adjacent to the site at 3860 Riverside Drive. There is a haul road – most likely constructed for the pits – situated in line with Hunt Club Road further south. The land between the site and the Rideau River to the west is mostly forested. Trees in this area continue to grow denser until present day.

The sand and gravel pits located on the southern portion of the site expanded by 1945 and occupied most of the land (Figure 9). The sand and gravel pits located to the north also expanded into the northern section of the site, which was mostly vacant. Haul roads can be seen to the north of the pit and a commercial or residential building can be seen to the southeast of the site.

In 1956, another sand and gravel pit was excavated about about 180 m north of the site, while the on-site sand and gravel pits continue to expand to the east (Figure 10). Some residential houses were built to the west of the Rideau River. By 1965, the sand and gravel pits located at the northern portion of the site and the pit immediately north, adjacent to the site, have merged into one, and erosion channels can be seen at an extraction pit near the Rideau River (Figure 11). The northern property at 3860 Riverside Drive is being backfilled. A commercial or residential building appears on land southeast of the site.

⁵ Rhoda Bellamy, *Landscapes and Cultural Heritage: The Hunt Club Community, Ottawa, Ontario*, April 1998, online at: <http://web.ncf.ca/bf250/bellamy.html#sectionA>.

⁶ William Upton was a very prominent resident of Gloucester Township. His diary is held by the Library and Archives Canada (not reviewed) and other material, including a photograph of his farm, is held by the Bytown Museum and City of Ottawa Archives.

⁷ This history of the property is based on information provided in Golder Associates Ltd., *Report on Phase One Environmental Site Assessment Proposed Development at Riverside Drive and Hunt Club Road*, submitted to Taggart Realty Management, February 2017, supplemented by reliable online information and images, including maps and air photographs.

A dirt road from east to west, down the center of the site, can be seen in an aerial photograph from 1975 (Figure 12). The road turns parallel to the Rideau River west of the western site boundary. The sand and gravel pit to the south is partly filled in.

Sand and gravel pits started to be backfilled during the 1980s. The northwest section of the site was partly re-vegetated while most of the site remained as a sand and gravel pit. In 1981, it appears that fill material was stockpiled in the pits before shipping (Figure 13).

2.1.2 Recent History: Land Use from 1981 to 2016

By 1985, most of the site had been backfilled, and continued to be backfilled until sometime between 2001 and 2005. The site was completely vacant and re-vegetated in 2011 and 2014. Since 2011, the site has been owned by St. Mary's Land Corporation.

Kimberwick Crescent was constructed to the north of the property in 1985 (Figure 14). At this time Hunt Club Road was extended to the west and the Hunt Club Bridge was constructed southwest of the site.

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. Excerpts from each of the texts are included as Appendix 1: Heritage Value Texts.

- Heritage Value Statement in the City of Ottawa Official Plan
- Rideau Canal National Historic Site of Canada
- UNESCO Statement of Outstanding Universal Value for the Rideau Canal World Heritage Site
- Rideau Corridor Cultural Landscape Study

The key attributes of the Rideau Canal and Rideau River drawn from the value statements of relevance to the CHIS are:

- Evidence of the relationship between Canal construction and the natural environment (Parks Canada documents)
- The waterway's ecosystem features forms 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*)

4 Description of Proposed Development

4.1 Organization and Landscape

The project located at 3930 and 3960 Riverside Drive and Hunt Club Road covers 6 ha of land, with the Rideau River located about 40 m southwest from the site (Figure 2). The development has six components (Figure 3):

- Retirement residence (up to 12 storeys)
- Mid-rise apartment tower of about 12 storeys⁸
- Retail block (2 storeys)
- Pair of automobile dealership(2 storeys)
- School (2 storeys)
- Access road.

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
Obstruction of views (to the Rideau River)	The proposed development will not obstruct any existing views of the Rideau River from two public roads – Riverside Drive and Hunt Club Road.
Obstruction of views (from the Rideau River)	The foreground of the view from will continue to be the wooded areas along the shore line. The buildings will be visible from the river and the Hunt Club Bridge. They will mark the entrance to an increasingly urban environment along the river leading into Ottawa.
Change in land use	The land use will change from a sand and gravel pit that has revegetated over time into a mixed commercial/hospitality/residential development. The change in use will have no impact on the heritage values of the Rideau Canal National Historic Site of Canada/World Heritage Site.
Respecting massing, profile and character	The development will be the first set of buildings that are higher than two or three stories in the approach towards the river, but the development is set back from the river between 50 and 80 m.
Established setback	The proposed development is set back from the river

⁸ Communication with Alex Turner, Taggart Realty Management, 15 Feb 2018.

Heritage qualities of the street as a public place

between 50 and 80 m.

The Rideau River is the “public place” affected by the proposed development. This section of the Rideau River has already been affected by the construction of the Hunt Club Bridge. While the buildings will be set back between 50 and 80 m from the river bank, the upper floors of the senior’s residence, the apartment building and possibly lighted signs on the car dealerships will be visible above the tree canopy. Bright signs from the car dealership and hotel have potential to alter the experience of the river at night.

Minimizing loss of landscaped open space

No landscaped open space is lost.

Sympathetic contemporary design and harmony with existing architectural forms and materials

The ‘architectural forms and materials’ of the heritage property (the Rideau River) consist of natural elements – water, trees and rock. No information has been provided about the exterior cladding and overall designs of the two highest buildings – the retirement residence and the apartment building – that will be visible from the Hunt Club Bridge and the Rideau River. The extent to which the development has a negative, positive or neutral impact on the heritage value of the river will depend on the design of the buildings.

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"> Evidence of the relationship between Canal construction and the natural environment (Parks Canada documents) 	<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 at the top of a slope with setbacks of 50 to 80 m. The natural environment will remain intact.</p>
<ul style="list-style-type: none"> The waterway’s ecosystem features forms an integral part of the history and natural landscape of the Rideau (Parks Canada documents) 	<p>The setbacks and location of the development at the top of the slope with stormwater collected within the city’s stormwater system will protect ecosystems.</p>

- The combination of historic engineering works and buildings, open spaces, natural features, the canal itself, and adjacent diverse landscapes. (City of Ottawa *OP*)

No historic engineering works or buildings are located in the vicinity of the development site.

The former landscape (sand pits replacing farm land) will be replaced by urban development, thereby reducing to a very limited extent the diversity of landscapes in along the Rideau River and Rideau Canal.

Existing natural features will be retained and are outside the boundaries of the development site.

Bright signs from the car dealership and hotel have potential to alter the experience of the river at night.

5.3 Positive heritage impacts

The development will add an apartment building, school and a senior's residence to the area. Each of these uses has potential to increase the number of people using the multi-use trail along the river and contribute to a stronger sense of community and safety for those enjoying and appreciating the heritage values of the Rideau River and Rideau Canal.

5.4 Adverse heritage impacts

The apartment building and retirement residence will be visible from the Rideau River and Hunt Club Bridge. The visibility is less of a concern for heritage than the quality and compatibility of their designs with one another and with the natural setting from the river side.

The natural darkness of the Rideau River and Rideau Canal in this area could be disrupted if bright signs for the hotel and car dealerships are visible from the river. It is anticipated, however, that the signs will be mounted to face the roads and would be fully or partially obscured by trees when looking up from the river and the multi-use pathway.

The development will not affect the shorelines and treed area along the bank of the river but it will create a strong urban appearance to land that was previously open land left over from agricultural and extraction uses.

6 Alternatives and Mitigation Strategies

6.1 Alternatives

No alternatives are proposed.

6.2 Mitigation

The architectural designs for the apartment building and retirement residence should lead to a harmonious set of buildings that share materials and forms with one another and are responsive to the natural materials of their settings on the river side.

Lit signs should be designed to be obscured or invisible from the river and multi-use pathway.

7 Conclusion

The projects associated with the development applications, as with many developments along the Rideau River and Rideau Canal, will contribute to incremental changes that are altering the appearance and character of the landscape. In its immediate area, however, the Hunt Club Bridge is a much more significant intrusion on the landscape. Due to the generous distance between the two tall buildings (apartment building and retirement residence) and to potential for the buildings to be distinctive but harmonious in their designs and sensitive to their natural settings as seen from the river, the projects address the heritage requirements of the City of Ottawa and respect the identified heritage values of the Rideau Canada National Historic Site of Canada and World Heritage Site.

Additional Figures

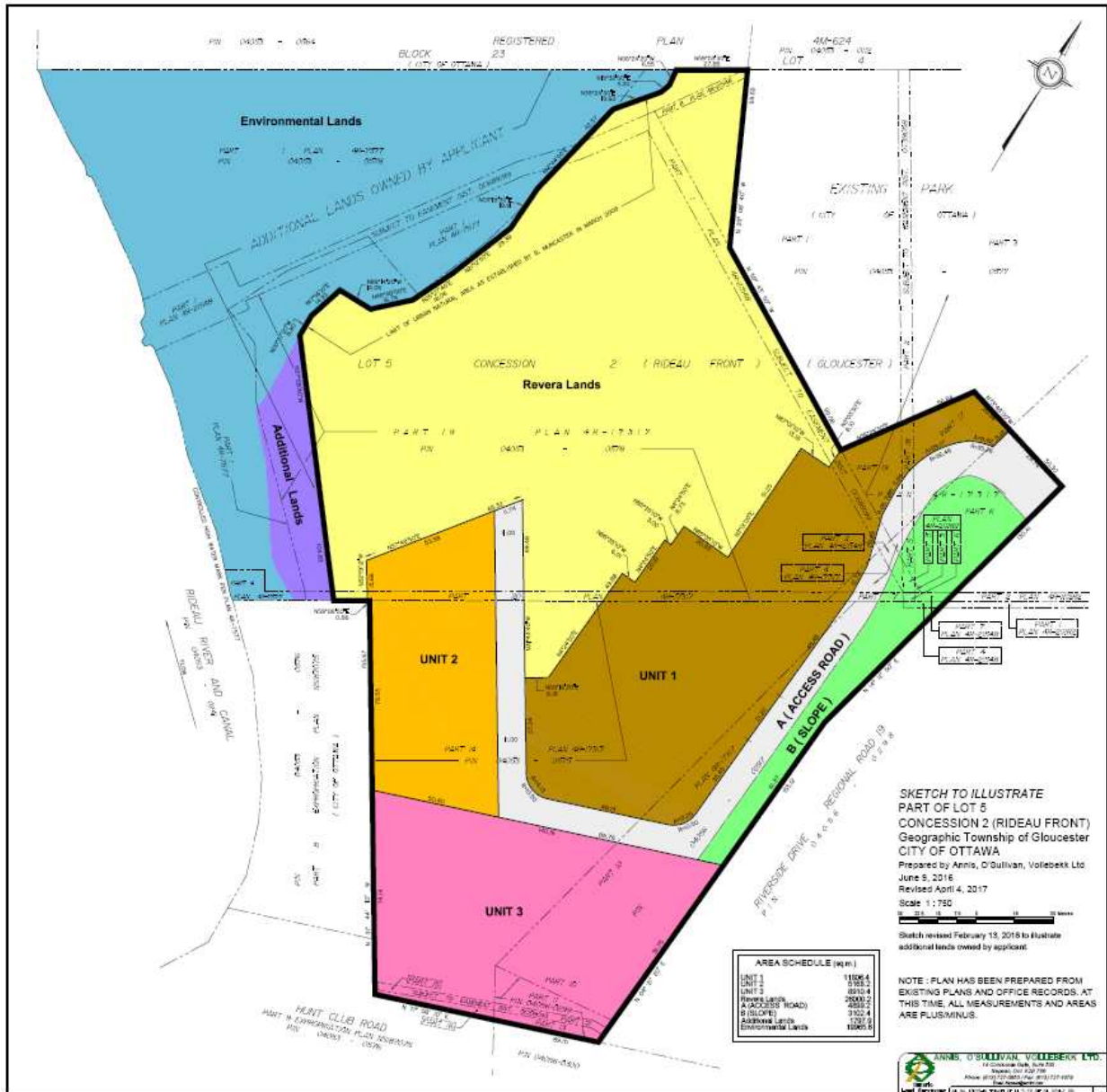


Figure 2: Sketch to illustrate Part of Lot 5 Concession 2 (Rideau Front), City of Ottawa, 9 June 2016; Revised 4 April 2017. Source: Prepared by Annis, O'Sullivan, Vollebakk Ltd.



HUNT CLUB RD. - RIVERSIDE DR. SITE STUDY

Mixed Use - Commercial / Retirement Living / School - GRADING AND EASEMENTS



08 MARCH 2018



Figure 3: Hunt Club Rd. -Riverside Dr. Site Study, Grading and Easements. Source: Taggart Realty Management / Hobin Architects, March 2018.



Figure 4: View of the development site as seen from the Hunt Club Bridge looking through the trees on the river bank, 1 March 2018. Source: Contentworks.

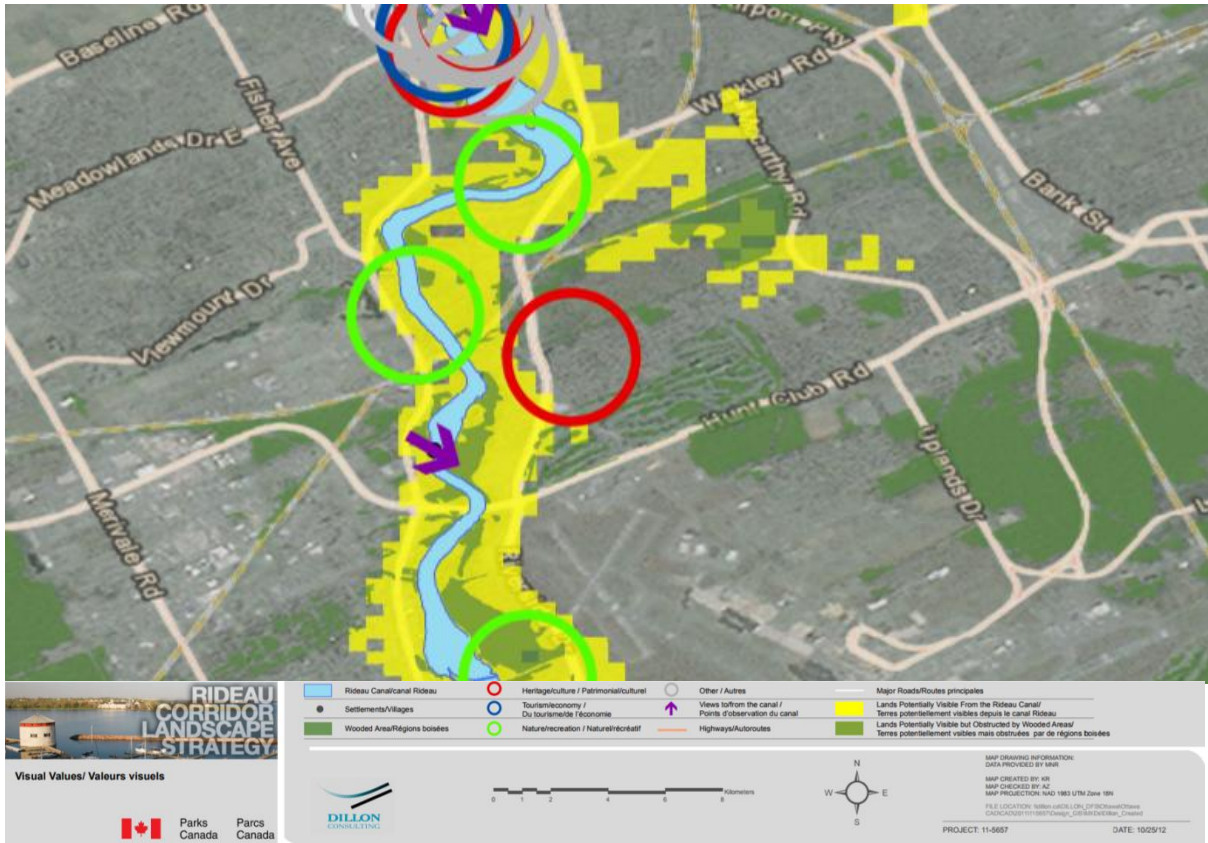


Figure 5: Visual Values from Public Consultation Maps. The subject site is located at the arrow within an area characterized as “Land Potentially Visible From the Rideau Canal”, and is just south of land noted for “heritage/culture” and “nature/recreation” values. (Source: Dillon Consulting, *Appendix A: Landscape Character Area Maps*, p. 4.



Figure 6: Rideau River looking north from the Hunt Club Bridge, 1 March 2018. The development site is on the east side (right) of the river. Source: Contentworks.

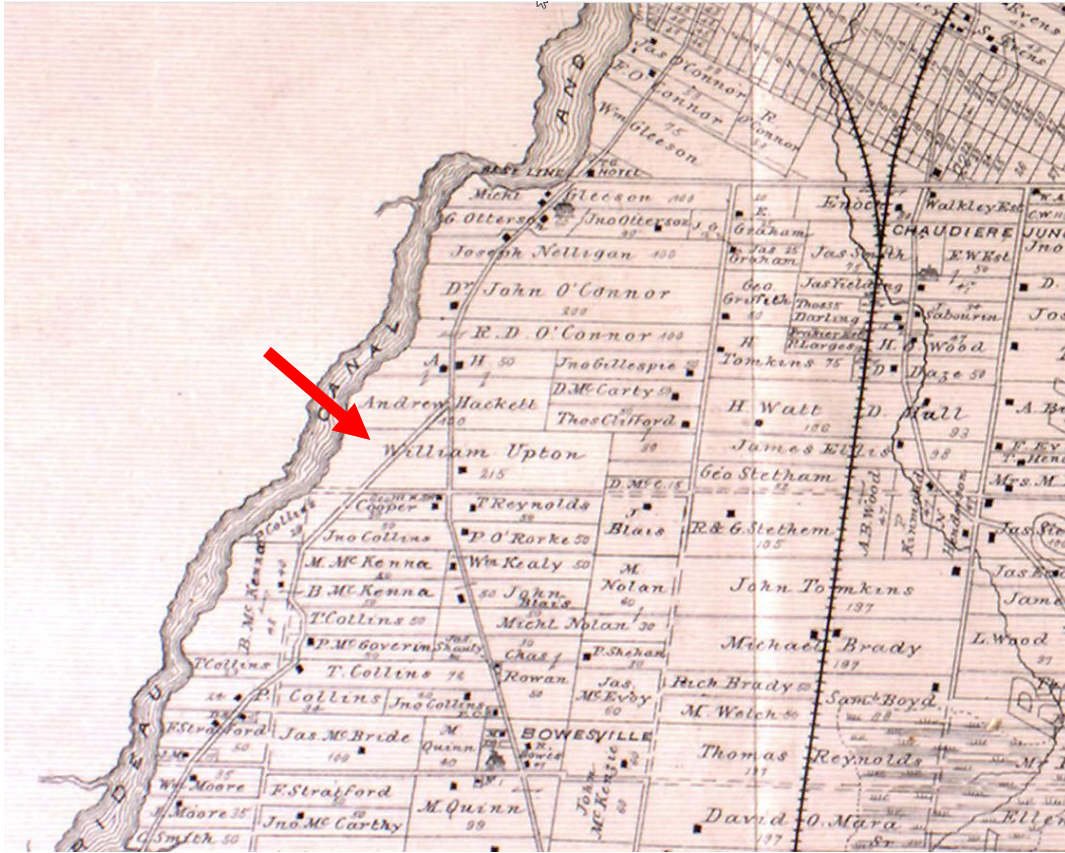
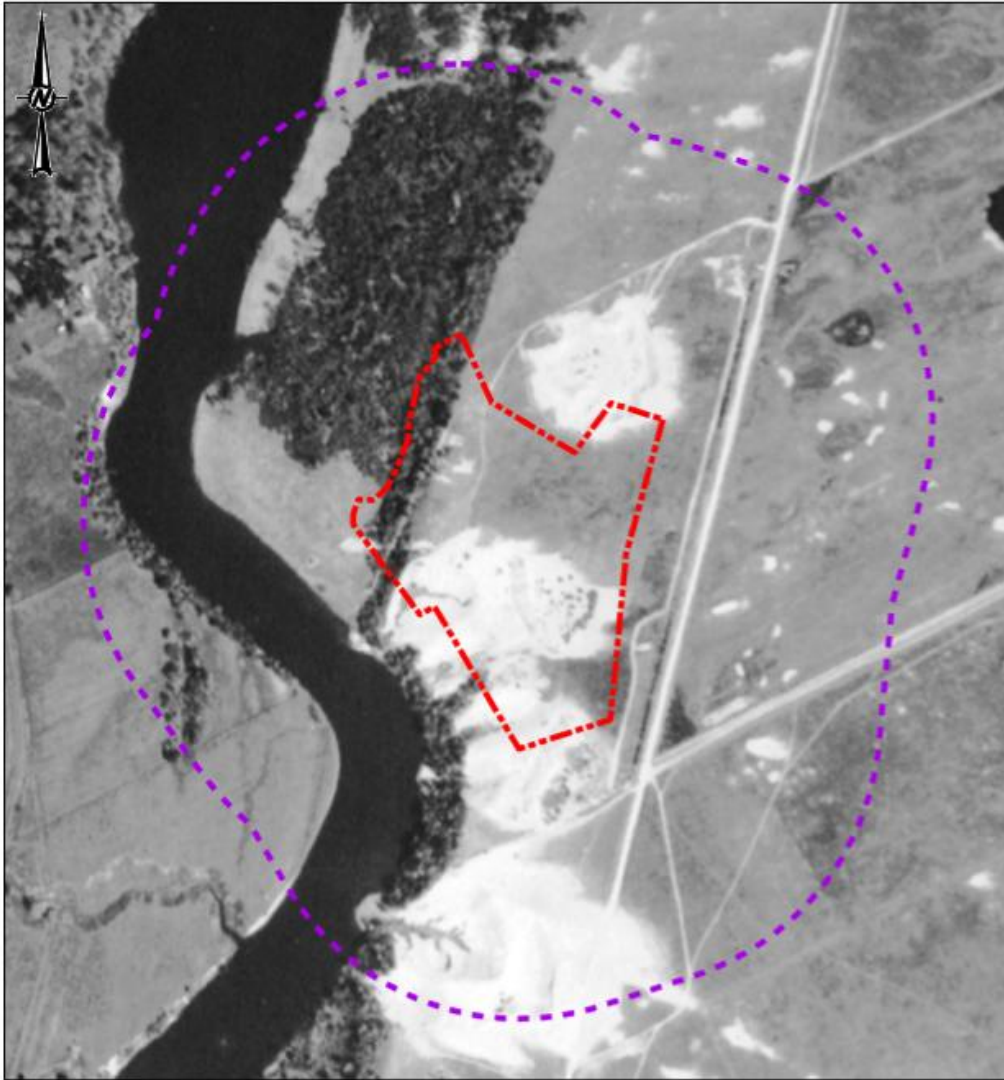


Figure 7: Detail from the Carleton County Atlas, 1879, reprinted and digitized by McGill University, 2001. Source: Online at: <https://digital.library.mcgill.ca/countyatlas/Images/Maps/TownshipMaps/car-m-gloucester.jpg>. The subject property, then owned by William Upton, is identified by the arrow.



<p>LEGEND</p> <p> PHASE ONE SITE</p> <p> PHASE ONE STUDY AREA</p>	<p>CLIENT TAGGART REALTY MANAGEMENT</p> <hr/> <p>PROJECT PHASE ONE ENVIRONMENTAL SITE ASSESSMENT PROPOSED DEVELOPMENT AT RIVERSIDE DRIVE AND HUNT CLUB ROAD, OTTAWA, ONTARIO</p> <hr/> <p>TITLE 1930 AIR PHOTO</p> <hr/> <p>CONSULTANT </p>														
<p>DRAFT</p> <p>0 50 100 200 1:5,000 METRES</p>	<table border="0"> <tr> <td>YYYYMM-DD</td> <td>2017-01-23</td> </tr> <tr> <td>DESIGNED</td> <td>---</td> </tr> <tr> <td>PREPARED</td> <td>JEM</td> </tr> <tr> <td>REVIEWED</td> <td>---</td> </tr> <tr> <td>APPROVED</td> <td>---</td> </tr> </table> <hr/> <table border="0"> <tr> <td>PROJECT NO. 1670692</td> <td>CONTROL 0001</td> <td>REV. A</td> <td>APPENDIX D1</td> </tr> </table>	YYYYMM-DD	2017-01-23	DESIGNED	---	PREPARED	JEM	REVIEWED	---	APPROVED	---	PROJECT NO. 1670692	CONTROL 0001	REV. A	APPENDIX D1
YYYYMM-DD	2017-01-23														
DESIGNED	---														
PREPARED	JEM														
REVIEWED	---														
APPROVED	---														
PROJECT NO. 1670692	CONTROL 0001	REV. A	APPENDIX D1												
<p>NOTES: 1. THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GOLDER ASSOCIATES LTD. REPORT NO. 1670692.</p> <p>REFERENCES: 1. PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE 18 VERTICAL DATUM: CGVD28</p>															

Figure 8: Aerial photograph of development site, outlined in red, 1930. (Source: Golder Associates for Taggart Management)

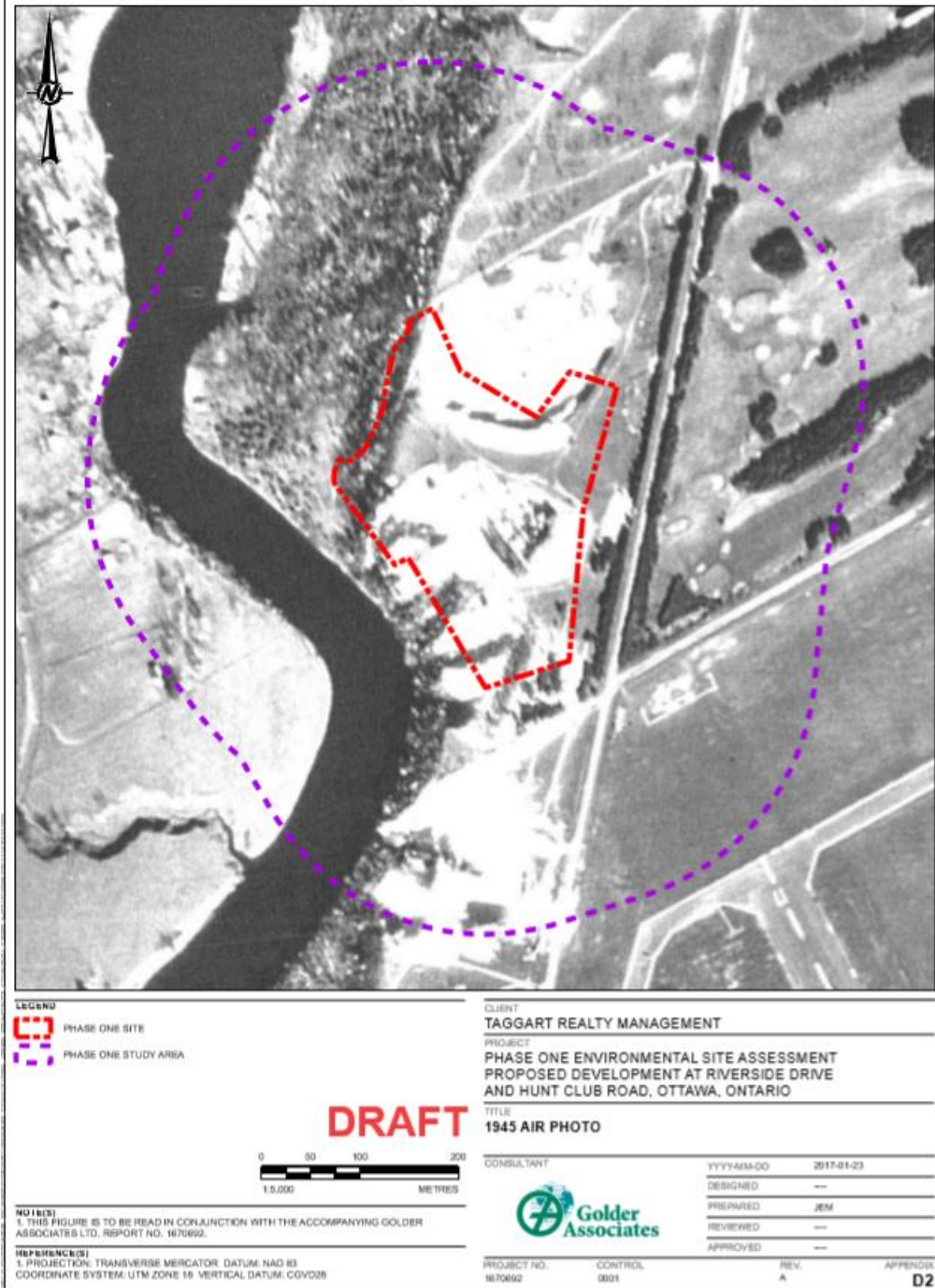


Figure 9: Aerial photograph of development site, outlined in red, 1945. (Source: Golder Associates for Taggart Management)

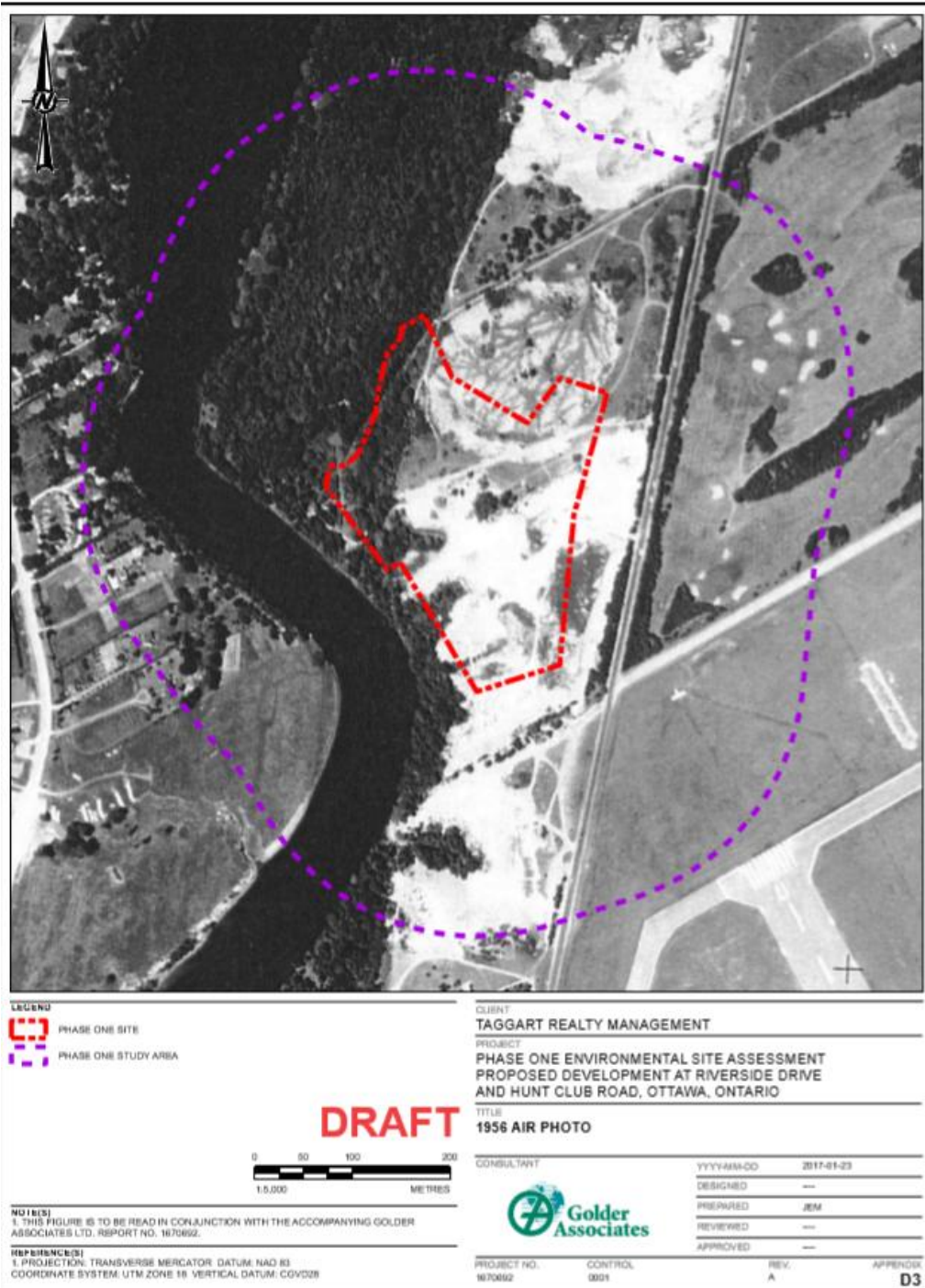


Figure 10: Aerial photograph of development site, outlined in red, 1956. (Source: Golder Associates for Taggart Management)



Figure 11: Aerial photograph of development site, outlined in red, 1965. (Source: Golder Associates for Taggart Management)

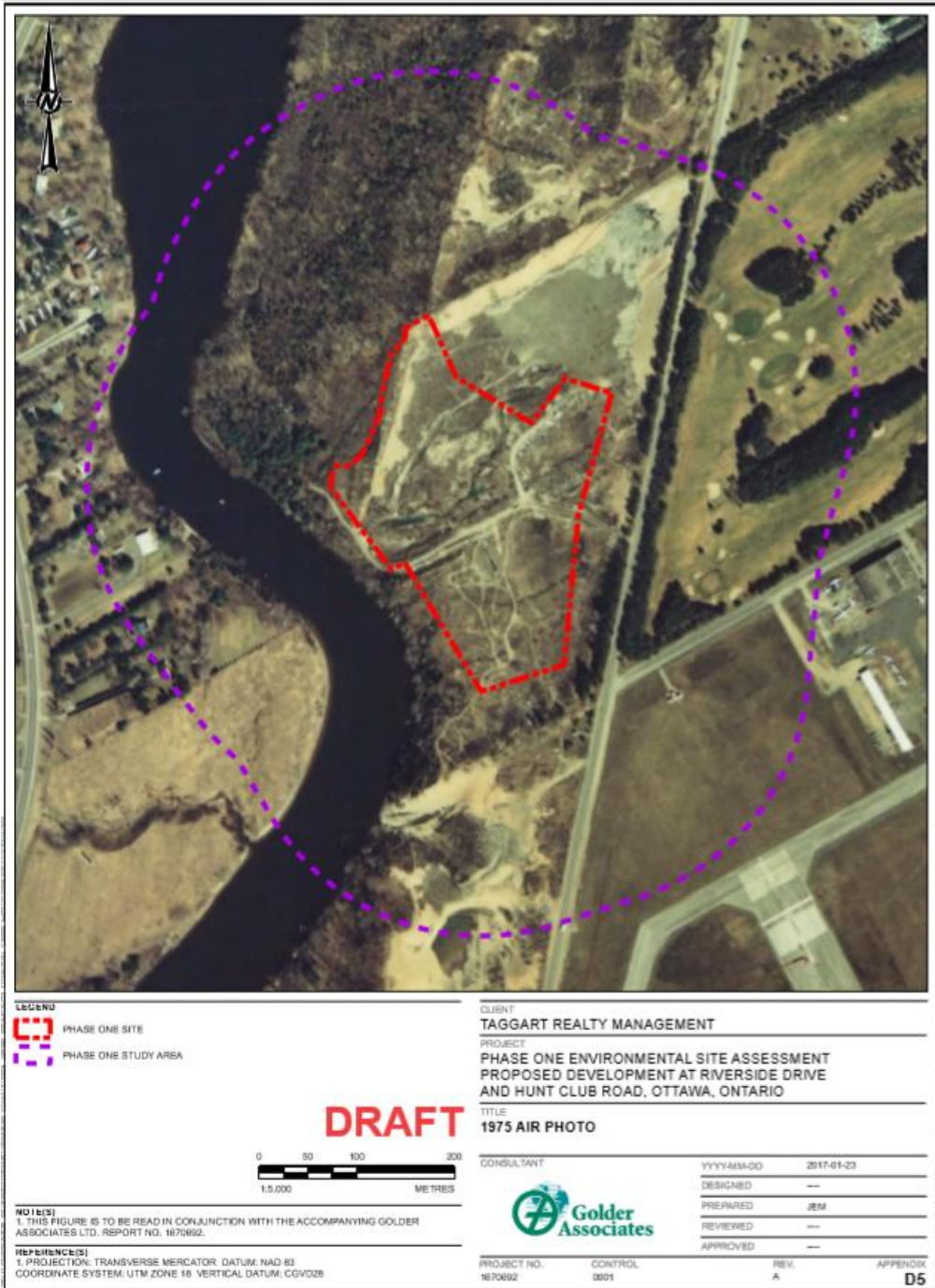


Figure 12: Aerial photograph of development site, outlined in red, 1965. (Source: Golder Associates for Taggart Management)

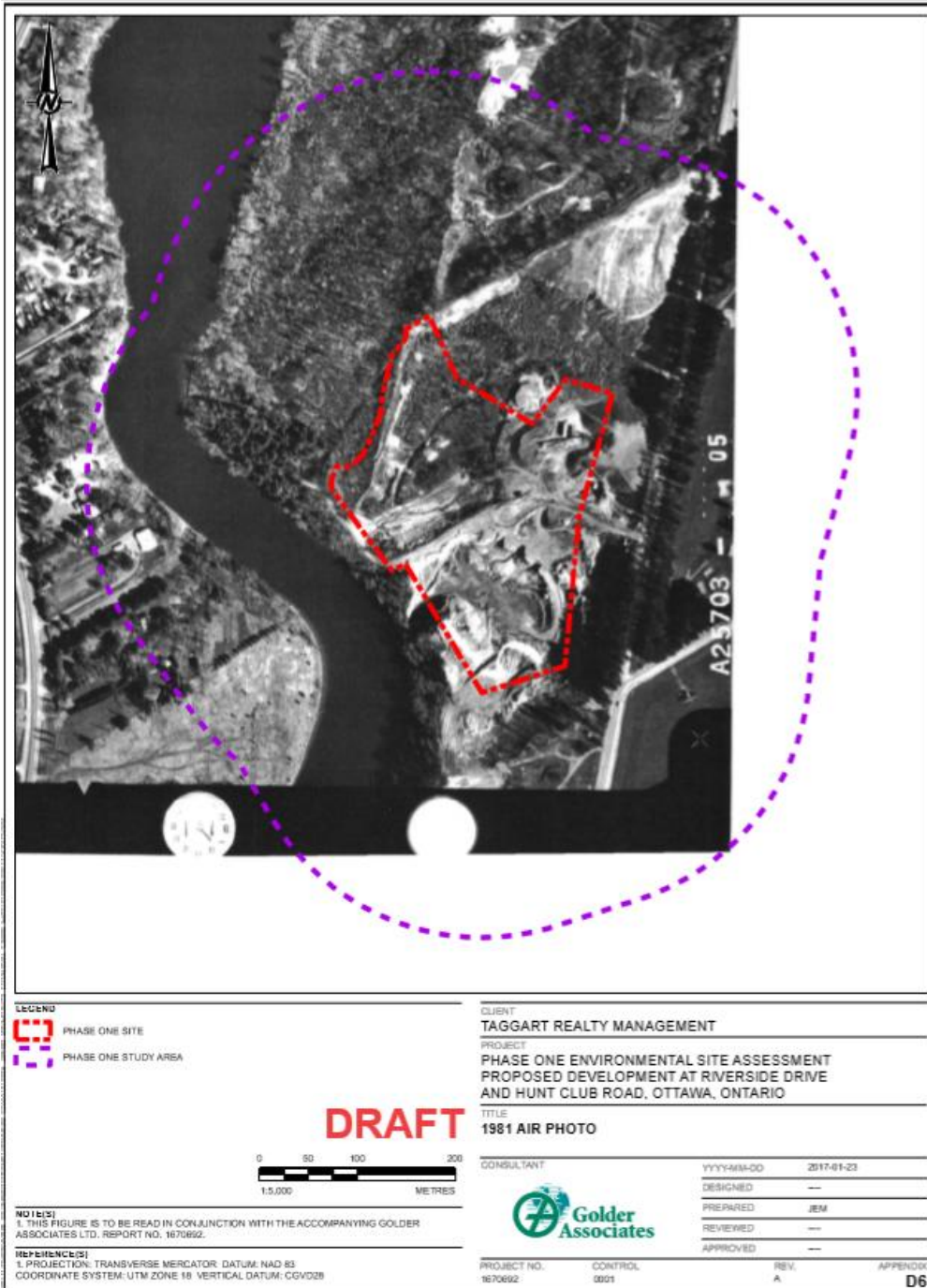


Figure 13: Aerial photograph of development site, outlined in red, 1981. (Source: Golder Associates for Taggart Management)

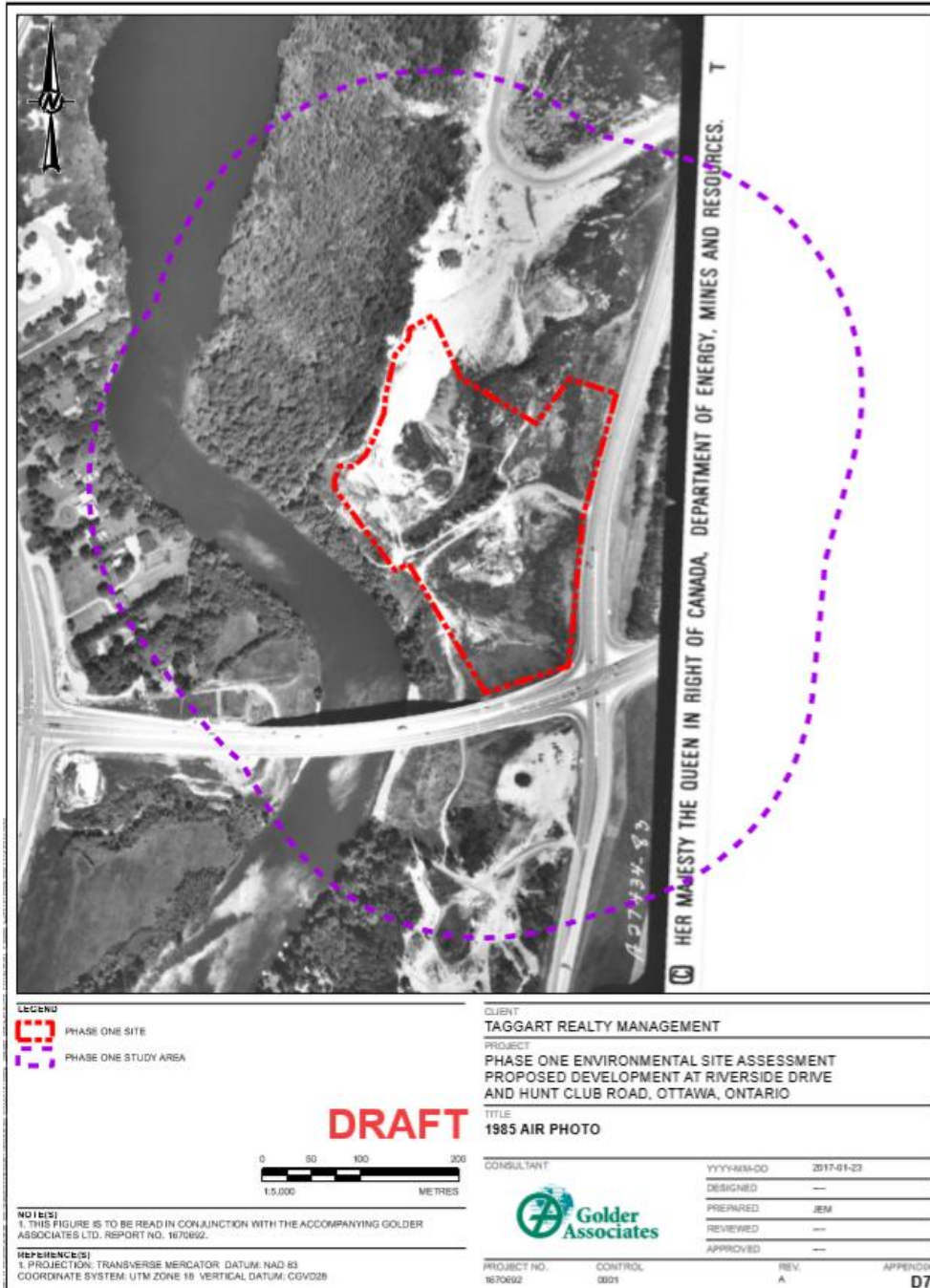


Figure 14: Aerial photograph of development site, outlined in red, 1985. (Source: Golder Associates for Taggart Management)



Figure 15: Aerial view, 2002, of the development site. (Source: EMaps, City of Ottawa, online at <http://maps.ottawa.ca/geoOttawa/>. Annotated by Contentworks.)

Appendix 1: Heritage Value Texts

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.

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