



FINAL REPORT

Cultural Heritage Impact Statement

708 and 750 River Road, City of Ottawa, Ontario

Submitted to:

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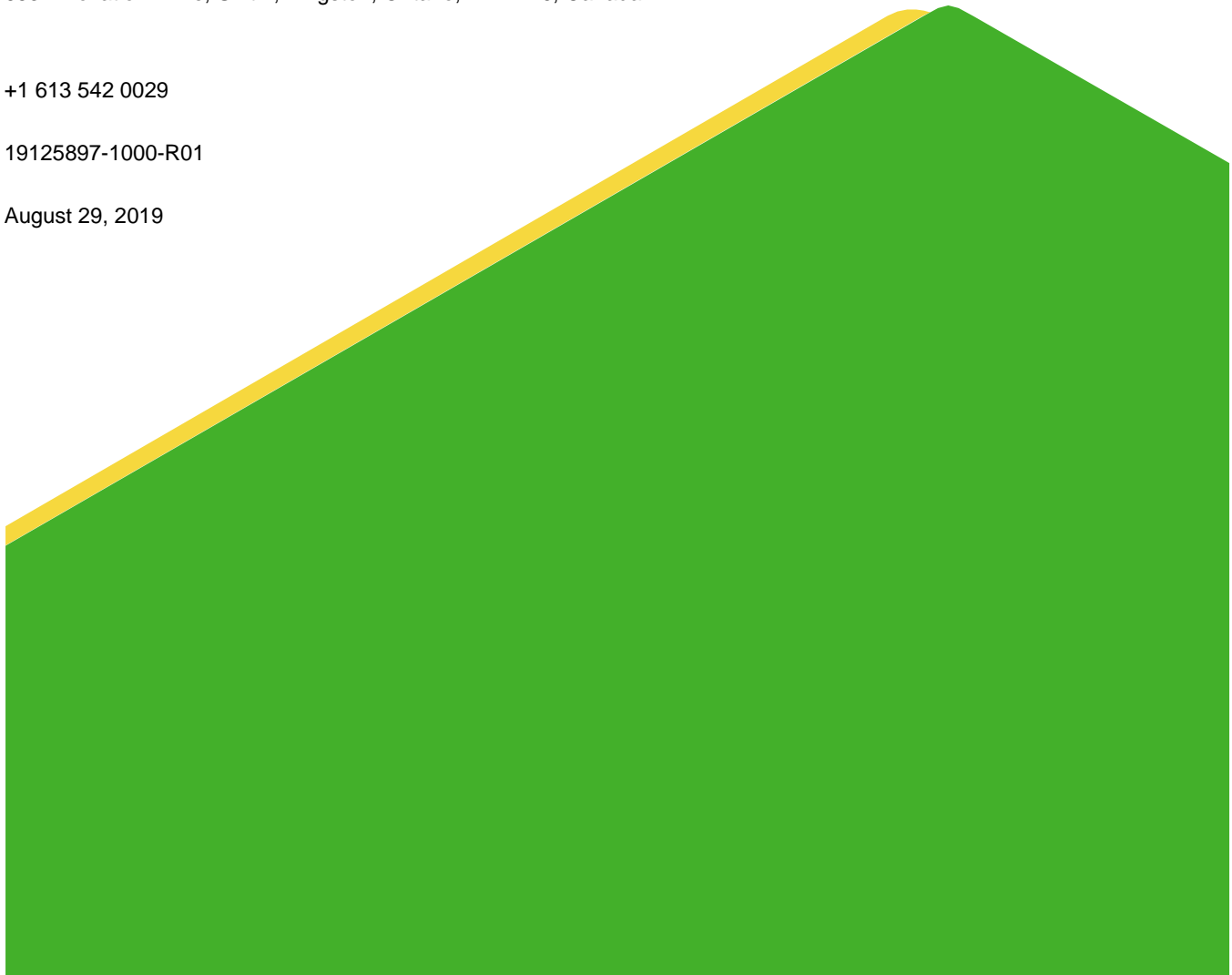
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19125897-1000-R01

August 29, 2019



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Executive Summary

The Executive Summary summarizes only the key points of the report. For a complete account of the results and conclusions, as well as the limitations of this study, the reader should examine the report in full.

In July 2019, Urbandale Corporation (Urbandale) retained Golder Associates Ltd. (Golder) to conduct a Cultural Heritage Impact Statement (CHIS) for the vacant lots at 708 River Road (13.5 hectares [ha]) and 750 River Road (7.5 ha) in the City of Ottawa, Ontario. These properties are adjacent to the Rideau Canal and separated by five residential properties on River Road.

For 708 River Road, Urbandale is proposing a subdivision of seventy-nine (79) one-and-two-storey detached houses and four (4) four-storey condominiums, while for 750 River Road a subdivision with fifty-five (55) two-storey, townhouse units is proposed. These plans are informed by the City of Ottawa's (the City) Riverside South Community Design Plan and part of Phase 12 of the overall Riverside South Development. Since these properties are adjacent to the Rideau Canal UNESCO World Heritage Site, National Historic Site of Canada (NHSC), and Canadian Heritage River, the City requires a CHIS as part of development approval for these properties.

Following guidance produced by the City, the Ministry of Tourism, Culture and Sport (MTCS), and Canada's Historic Places, this CHIS includes a background on the purpose and requirements of a CHIS, an overview of each property's geographic and historical context, and an outline of the cultural heritage significance and character-defining elements of the Rideau Canal. It also describes the proposed development and assesses the potential impacts to the Rideau Canal's character-defining elements and provides recommendations for future action.

This CHIS concludes that:

- There will be no adverse direct or indirect impacts to the Rideau Canal's character-defining elements adjacent to 708 or 750 River Road
- There will be no adverse direct or indirect impacts to the naturalized 30 m buffer zone along the edge of the Rideau Canal on 708 River Road or 750 River Road
- The four-storey condominium buildings proposed for 708 River Road will not adversely alter the landscape character of the Rideau Canal in the area extending beyond the 30-m buffer zone.

Golder therefore recommends that:

- No mitigation measures be required and that the development be approved as proposed.

Study Limitations

Golder Associates Ltd. (Golder) has prepared this report in a manner consistent with the guidance developed by the Ontario Ministry of Tourism, Culture and Sport, City of Ottawa, and Canada's Historic Places, subject to the time limits and physical constraints applicable to this report. No other warranty, expressed or implied, is made.

This report has been prepared for the specific site, design objective, developments and purpose described to Golder by Urbandale (the Client). The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location.

The information, recommendations and opinions expressed in this report are for the sole benefit of the Client. No other party may use or rely on this report or any portion thereof without Golder's express written consent. If the report was prepared to be included for a specific permit application process, then upon the reasonable request of the client, Golder may authorize in writing the use of this report by the regulatory agency as an Approved User for the specific and identified purpose of the applicable permit review process. Any other use of this report by others is prohibited and is without responsibility to Golder. The report, all plans, data, drawings and other documents as well as all electronic media prepared by Golder are considered its professional work product and shall remain the copyright property of Golder, who authorizes only the Client and Approved Users to make copies of the report, but only in such quantities as are reasonably necessary for the use of the report by those parties. The Client and Approved Users may not give, lend, sell, or otherwise make available the report or any portion thereof to any other party without the express written permission of Golder. The Client acknowledges the electronic media is susceptible to unauthorized modification, deterioration and incompatibility and therefore the Client cannot rely upon the electronic media versions of Golder's report or other work products.

Unless otherwise stated, the suggestions, recommendations and opinions given in this report are intended only for the guidance of the Client in the design of the specific project.

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Draft Plan of Subdivision

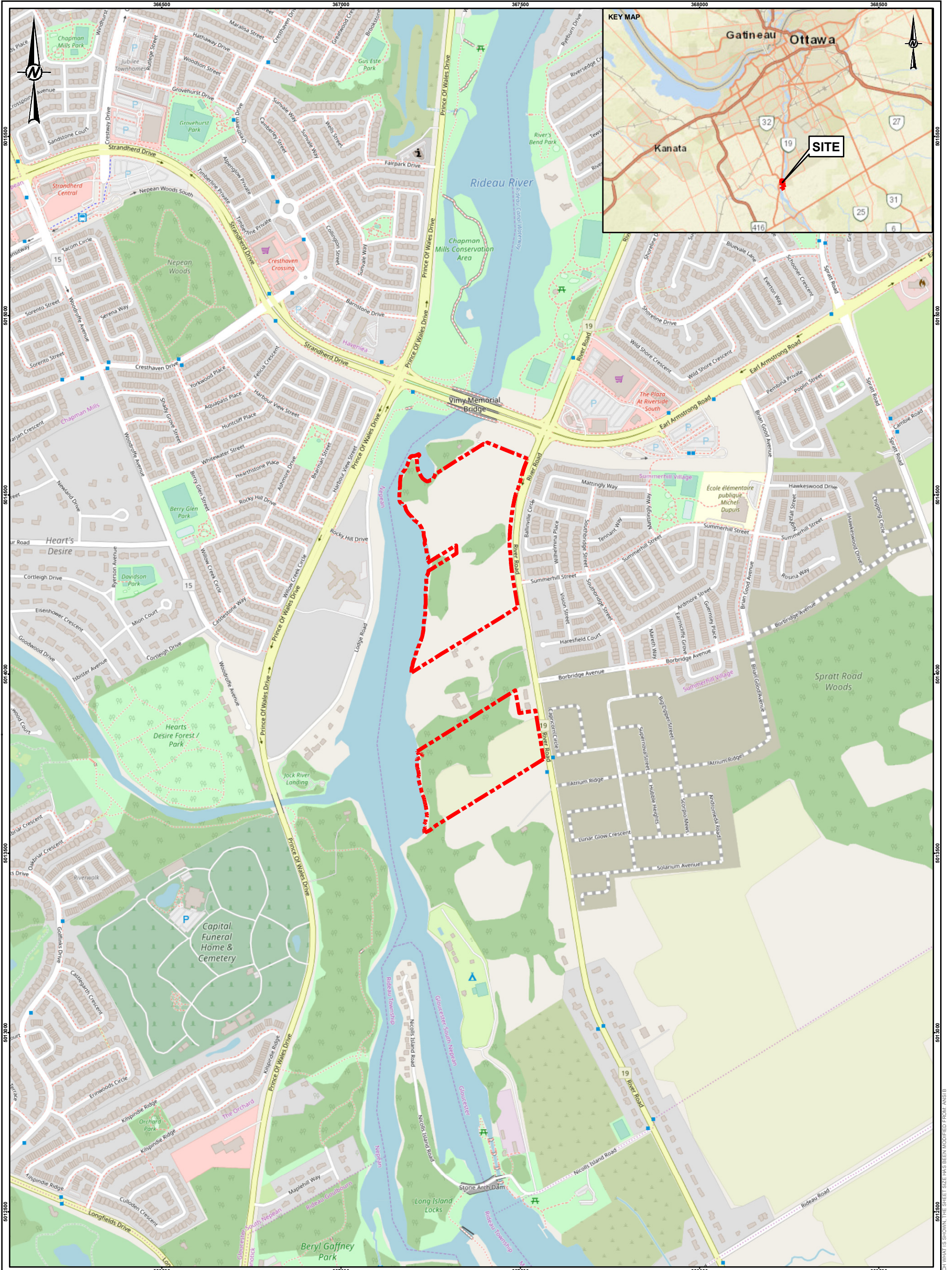
1.0 INTRODUCTION

In July 2019, Urbandale Corporation (Urbandale) retained Golder Associates Ltd. (Golder) to conduct a Cultural Heritage Impact Statement (CHIS) for the vacant lots at 708 River Road (13.5 hectares [ha]) and 750 River Road (7.5 ha) in the City of Ottawa, Ontario. These properties are adjacent to the Rideau Canal and separated by five residential properties on River Road (Figure 1 and Figure 2).

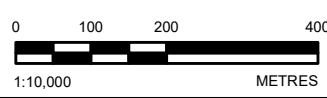
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Following the City's *A guide to preparing cultural heritage impact statements*, guidance produced by the Ministry of Tourism, Culture and Sport (MTCS), and the Canada's Historic Places *Standards and Guidelines for the Conservation of Historic Places in Canada* (2010), this CHIS includes:

- Background on the purpose and requirements of a CHIS;
- An overview of each property's geographic and historical context;
- An outline of the cultural heritage significance and character-defining elements of the Rideau Canal UNESCO WHS and NHSC;
- A description of the proposed development and an assessment of impacts to the Rideau Canal's character-defining elements; and,
- Recommendations for future action.



LEGEND
 STUDY AREA



CLIENT
URBANDALE CORPORATION

CONSULTANT	YYYY-MM-DD	2019-08-29
	DESIGNED	---
	PREPARED	BR
	REVIEWED	HC
	APPROVED	BD



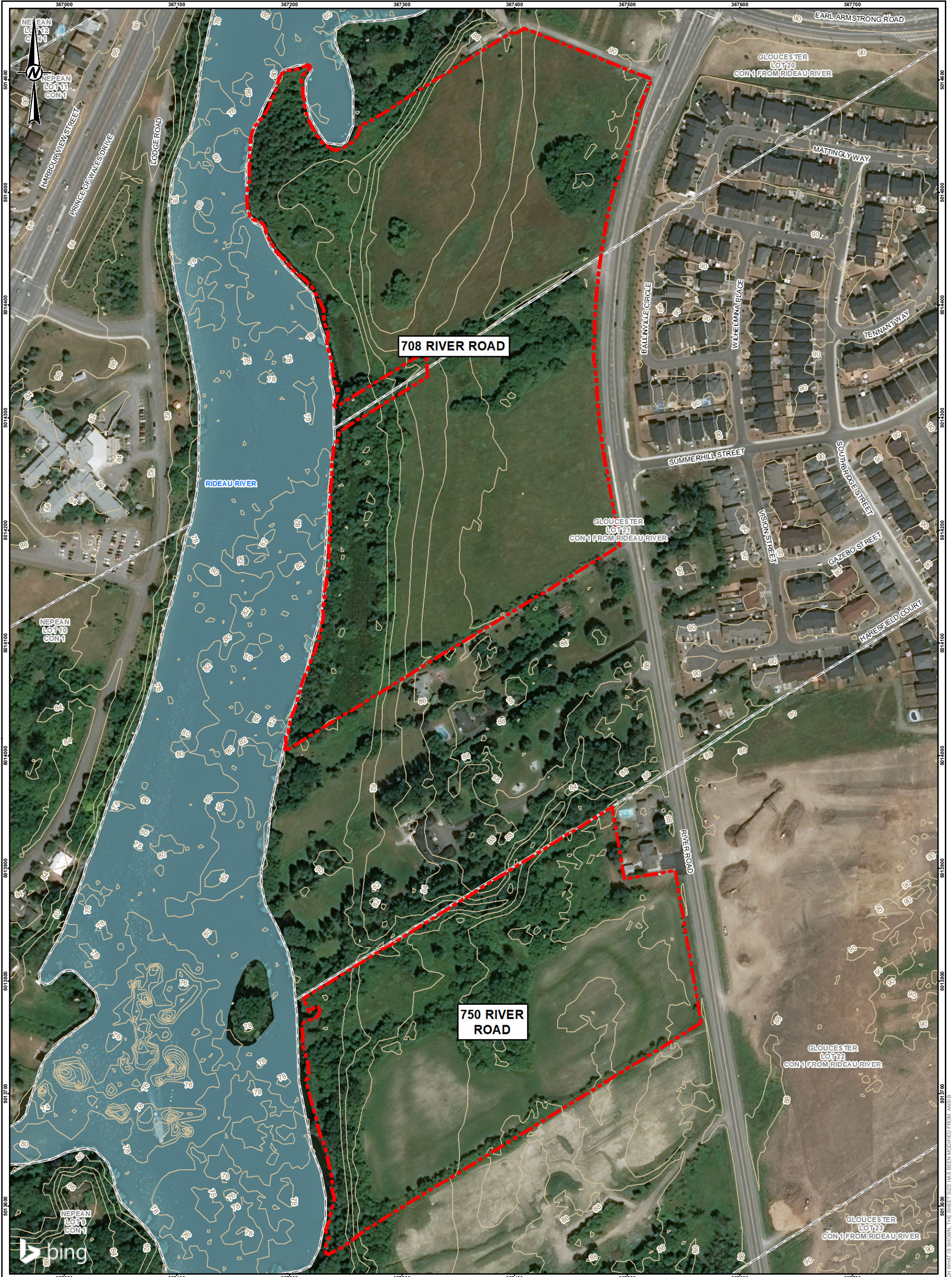
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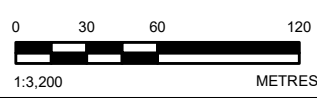
PROJECT
**CULTURAL HERITAGE IMPACT STATEMENT, 708 AND 750 RIVER
 ROAD, CITY OF OTTAWA, ONTARIO**

TITLE
LOCATION PLAN

PROJECT NO.	CONTROL	REV.	FIGURE
19125897	0001	0	1



- LEGEND**
- STUDY AREA
 - TOPOGRAPHIC CONTOUR, METRES
 - TOWNSHIP, LOT AND CONCESSION
 - WATERBODY



NOTE(S)
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CLIENT
URBANDALE CORPORATION

PROJECT
CULTURAL HERITAGE IMPACT STATEMENT, 708 AND 750 RIVER ROAD, CITY OF OTTAWA, ONTARIO

CONSULTANT	YYYY-MM-DD	2019-08-29
	DESIGNED	---
	PREPARED	BR
	REVIEWED	HC
	APPROVED	BD

TITLE	PROJECT NO.	CONTROL	REV.	FIGURE
SITE PLAN	19125897	0001	0	2

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2.0 SCOPE AND METHODS

The objectives of this CHIS were to assess the impacts of the proposed development on the cultural heritage significance and character-defining elements of the adjacent Rideau Canal and provide mitigation measures.

To meet the study's objectives, Golder:

- Reviewed applicable municipal and federal heritage policies and consulted a City heritage planner;
- Conducted research to understand each property's history;
- Conducted field investigations to document and identify character-defining elements of the Rideau Canal adjacent to 708 and 750 River Road, and to understand the wider built and landscape context;
- Assessed the impact of proposed development on the adjacent character-defining elements of the Rideau Canal using relevant federal, provincial, and municipal cultural heritage guidelines and policies; and,
- Developed recommendations for future action based on international, federal, provincial, and municipal conservation guidance.

Golder compiled archival and published sources, including historic maps, assessment records, land registry, and census data, municipal government documents, and research articles from Library and Archives Canada, the Ontario Archives, Ontario Land Registry records, the *Ontario Heritage Act Register*, aerial photographs from the National Air Photo Library, and online sources.

Cultural Heritage Specialist Benjamin Holthof conducted field investigations on 19 July 2019. This included photographing both properties and the surrounding context with a Canon Rebel T3i digital single-lens reflex camera and Samsung Galaxy S8 smartphone.

The proposed development was assessed for adverse impacts using the criteria provided in the City's *Guide to Preparing Cultural Heritage Impact Statements* and *MTCS Heritage Resources in the Land Use Planning Process*. Several widely recognized manuals related to determining impacts and conservation approaches to cultural heritage resources were also consulted, as well as sources specific to the Rideau Canal including:

- *The Ontario Heritage Tool Kit* (5 volumes, MTCS 2006)
- *Standards and Guidelines for the Conservation of Historic Places in Canada* (Canada's Historic Places 2010)
- *Rideau Canal National Historic Site Management Plan* (2006)
- *Rideau Canal World Heritage Site Management Plan* (2005)
- *Commemorative Integrity Statement: Rideau Canal and Merrickville Blockhouse National Historic Canals of Canada* (2000)
- *Rideau Corridor Landscape Strategy: Landscape Character Assessment & Planning and Management Recommendations* (2013).

2.1 Record of Consultation

Table 1 summarizes the results of consultation undertaken for this CHIS.

Table 1: Consultation results

Contact	Date of Contact and Query	Response
MacKenzie Kimm Heritage Planner, Planning, Infrastructure and Economic Development, City of Ottawa	Sent a query via email on 3 July 2019 asking if the City has any cultural heritage concerns regarding development on these properties and if a single report is sufficient.	Response received 3 July 2019 Stating that a single report is acceptable and the only other cultural heritage resource in the area is a Part IV designated property at 10 Barnstone Drive about 400 m north of 708 River Road.
Susan Millar, Planner, Rideau Canal Office, Ontario Waterways Parks Canada	Sent a query via email on 3 July 2019 asking Parks Canada for clarification on the cultural heritage values of the Rideau Canal near 708 and 750 River Road and if Parks Canada has any specific concerns about development along the Rideau Canal adjacent to these properties.	Received a response 22 July 2019 outlining the cultural heritage significance of the Rideau Canal and listing specific management plans with requirements for development along the canal. Also provided were copies of relevant planning documents and links to applicable websites for additional information.

3.0 POLICY FRAMEWORK

Development of the properties is guided by several federal, provincial and municipal heritage planning and policy regimes. Although these have varying levels of priority, all are considered for decision-making in the cultural heritage environment and are described below.

3.1 Federal Legislation & Policies

3.1.1 Parks Canada Agency Plans, Policies, & Guidance

The Parks Canada *Cultural Resource Management Policy* (2013) provides policy requirements for managing the wide range of cultural resources administered by the agency across the country. The policy applies to cultural resources in national historic sites, national parks, national marine conservation areas and national urban parks. The objective of the policy is 'To ensure that cultural resources administered by Parks Canada are conserved and their heritage value is shared for the understanding, appreciation and enjoyment of present and future generations' (Section 6.1). The three principles of the policy are; understanding heritage value, sustainable conservation and benefit to Canadians. While the policy applies to cultural resources administered by the Parks Canada, its guidance on assessing impacts of interventions to cultural resources (Section 7.2.3) is useful for assessing heritage impacts for projects adjacent to Parks Canada administered sites.

Through the *Rideau Canal National Historic Site Management Plan* (2005), Parks Canada established a long-term strategic direction to manage the Rideau Canal NHSC. The plan guides appropriate public use, seeks to ensure that the commemorative integrity and natural values of the NHSC are maintained or enhanced, and supports cultural resource management principles and practices in the decision-making process. Also emphasized are the tourism and recreation values of the Rideau Canal, and its promotion as a unique cultural heritage experience dependent on its continued operation as a fully navigable historic waterway. Overall, the plan shows that that the historic values, natural features, scenic beauty, and diversity of the cultural landscapes of the Rideau Canal have unique heritage character and should be respected by government, commercial interests, and private residents. For development adjacent to the Rideau Canal, the Plan includes the statement that Parks Canada will 'encourage the use of architectural styles in keeping with the architectural heritage of the canal corridor for new construction adjacent to the canal and lockstations' (PCA 2005:20).

The *Commemorative Integrity Statement (CIS): Rideau Canal and Merrickville Blockhouse National Historic Canals of Canada*—approved in September 2000 and included as Appendix A of the *Rideau Canal National Historic Site Management Plan*—guides conservation of cultural resources on the Rideau Canal as well as its overall and individual landscapes. Commemorative intent is defined as the reasons why a site was commemorated as being of national historic significance. The CIS has separate functional considerations than the management plan, it focuses specifically on the commemorative integrity of character-defining elements of the designated place and identifies level 1 heritage values (*in situ* resources that represent the national significance of the site) and level 2 heritage values (other associative or physical values that contribute to the sites heritage character and heritage experience) of the site.

Section 5.3 identifies the instances when the designated place will be unimpaired or not under threat. This includes:

- "Through navigation of the Canal system is maintained to help assure the preservation of the unique historical environment and safeguard the level one cultural resources;
- The cultural resources related to the military period are safeguarded according to the Parks Canada's Cultural Resource Management [CRM] Policy (see detailed description of cultural resources below);

- The existing manual mode of operation of locks, dams and weirs on the system is maintained;
- The visual relationship between the Canal and the heritage landscape in the central core of Ottawa remains evident and intact;
- The views and visual linkages which enhance the military character of the Kingston harbour landscape and portray the relationship between the fortifications, the harbour and the Canal remains evident and intact;
- The heritage character of corridor shore-lands are safeguarded from inappropriate development or uses;
- The visual relationship between the Merrickville Blockhouse and the heritage landscape adjacent to the site remains intact;
- The heritage character of those identified corridor communities are safeguarded;
- The landmarks, viewsapes and natural ecosystem features of the Canal's islands, shore-lands and wetlands that are related to the construction of the Canal and which are part of the Canal's unique historical environment are safeguarded;
- The level one historic values of the designated place are effectively communicated to the public" (PCA 2005:69).

The CIS continues to identify the *in situ* resources directly associated with the commemorative intent of the Rideau Canal, including the engineering works, buildings, lockstation landscapes and underwater and terrestrial archaeological sites. Each of these in situ resources have their own values and instances when the works will be unimpaired or not under threat.

In 2007, the United Nations Educational, Scientific, and Cultural Organization (UNESCO) inscribed the Rideau Canal and its associated fortifications on the World Heritage List. Parks Canada is responsible for the WHS designation and prepared the *Rideau Canal World Heritage Site Management Plan (2005)*, which identifies the values to be protected, legislative and policy framework, how the site will be managed, and the mechanisms for monitoring and periodic reporting.

Importantly, the *World Heritage Site Management Plan* indicates that Parks Canada must ensure that any proposal for public works will maintain the 'authenticity' of the shoreline and cultural resources, as well as the environmental and scenic qualities of the Canal's setting. This plan also includes policies to protect the setting of the Rideau Canal from inappropriate development including the establishment of buffer zones and setbacks. A setback of 30 m is required for new construction along the slackwater sections of the Rideau Canal system (Section 10.0). While not part of the World Heritage Site or National Historic Site, this buffer acts as a mechanism that provided the Rideau Canal an added layer of protection.

Following the UNESCO recommendation, Parks Canada partnered with all thirteen municipalities along the Canal, the NCC, the Province of Ontario, and counties and conservation authorities, to develop the *Landscape Character Assessment & Planning and Management Recommendations* as part of the *Rideau Corridor Landscape Strategy (2012)*. Four geographic sectors along the Rideau Corridor were identified: Ottawa Locks to Hogs Back Locks; Rideau River and Lakes: Hogs Back Locks to Newboro Lock; Tay Canal; and Cataraqui River and Lakes: Newboro Lock to Kingston. A 30-metre-wide zone adjacent to the boundaries of the canal was photographed to engage local communities, partners, and stakeholders, and to identify the public's preference of landscape characteristics. The most valued landscapes were the Duke's Profile, Entrance to Morton Bay, Lake vista, Hogs Back Falls, and Lake view (PCA 2012:32). Stemming from this report, ten principles were developed to: "provide guidance on how waterfront and shoreline development and redevelopment can respect, protect and enhance" the cultural, recreational, scenic and natural heritage values of the Rideau Canal:

- 1) Understand and respect the local landscape character.
- 2) Conserve historic buildings and cultural heritage features.
- 3) Conserve, protect and enhance wetlands.
- 4) Maintain and retain natural shoreline.
- 5) Locate development back from the shoreline.
- 6) Work with the landscape, not against it.
- 7) Design buildings to complement the site.
- 8) Design residential docks and boathouses for low impact.
- 9) Protect water quality.
- 10) Prevent hazards and property damage.

Parks Canada also has developed *Policies for In-water and Shoreline Works and Related Activities* (2007) with the purpose to ensure that the values of the Rideau Canal and Trent-Severn Waterway are sustained. The policies evaluate proposed in-water and shoreline works through a permit process and require that written permission from Parks Canada, in accordance with the *Historic Canals Regulations* (PCA 2007:3), be secured before approval.

Management of national historic sites are also guided by the Canada's Historic Places *Standards and Guidelines for the Conservation of Historic Places in Canada* (Canada's Historic Places 2010), which was drafted in response to international and national agreements such as the 1964 *International Charter for the Conservation and Restoration of Monuments and Sites (Venice Charter)*, 1979 *Australia ICOMOS Charter for Places of Cultural Significance (Burra Charter, updated 2013)*, and 1983 *Canadian Appleton Charter for the Protection and Enhancement of the Built Environment*. The *Standards and Guidelines* defines the three conservation treatments of preservation, rehabilitation, and restoration, and outlines the process, standards, and guidelines to meet the objectives for each treatment on a range of cultural heritage resources.

3.1.2 Canadian Heritage Rivers System

The Canadian Heritage Rivers System was established by the federal, provincial, and territorial governments to recognize Canada's most important rivers. The objective of a Canadian Heritage Rivers designation is to promote, protect, and enhance a river's heritage, and ensure that it is managed sustainably.

The Rideau Waterway was designated as a Canadian Heritage River System in 2000 for its outstanding human heritage and recreational values. The *Rideau Waterway: 2000–2012, Canadian Heritage River Monitoring Report* uses the Rideau's CIS to define the significance of this river system:

The Canal [is] a unique historical environment, including not only locks and dams but also wetlands, cottage areas, undeveloped shorelines, farms, small towns and village scenery. Taken all together [sic], this waterway presents a living cultural landscape that is at once historic, scenic, natural, and man-made (Parks Canada 2012: 6).

The Canadian Heritage Rivers Board recognized the Parks Canada *Rideau Canal National Historic Site Management Plan* as the guiding document to manage the Rideau's values. This plan incorporates the Canadian Heritage Rivers System values attributed to the Rideau Waterway, as well as a commitment to maintain these values through the management actions of Parks Canada.

3.2 Provincial Legislation & Policies

3.2.1 The Ontario Planning Act and Provincial Policy Statement

The Ontario *Planning Act* (1990) and associated *Provincial Policy Statement 2014* (PPS 2014) provide the legislative imperative for heritage conservation in land use planning. The *Planning Act* identifies conservation of resources of significant architectural, cultural, historical, archaeological, or scientific interest as a Provincial interest. The *Planning Act* also encourages a sense of place as a matter of provincial interest (*Planning Act* S2.r). PPS 2014 further recognizes that protecting cultural heritage and archaeological resources has economic, environmental, and social benefits, and contributes to the long-term prosperity, environmental health, and social well-being of Ontarians. The *Planning Act* serves to integrate this interest with planning decisions at the provincial and municipal level, and states that all decisions affecting land use planning ‘shall be consistent with’ PPS 2014. The PPS is to be read in its entirety and relevant policies applied in each situation. Decision makers should consider all relevant policies to understand how they work together (PPS Part III).

The importance of identifying and evaluating built heritage and cultural heritage landscapes is recognized in two policies of PPS 2014:

- Section 2.6.1 – Significant built heritage resources and significant heritage landscapes shall be conserved; and,
- Section 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.

PPS 2014 defines **significant** as resources ‘determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people’, and this determination can either be based on the provincial criteria prescribed in *Ontario Regulation 9/06 (O. Reg. 9/06)* and *Ontario Regulation 10/06* or by ‘municipal approaches that achieve or exceed the same objective’. This definition also stresses that because not all resources may be ‘identified and inventoried by official sources’, the significance of some resources ‘can only be determined after evaluation.’ **Adjacent lands** are defined as ‘those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan’.

Built heritage resources, cultural heritage landscapes, conserved, heritage attributes, and protected heritage property are also defined in the PPS:

- **Built heritage resources:** a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal [Indigenous] community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the *Ontario Heritage Act*, or included on local, provincial and/or federal registers.
- **Cultural heritage landscapes:** a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal [Indigenous] community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*, villages, parks, gardens, battlefields, main streets and neighbourhoods, cemeteries, trail ways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).

- **Conserved:** means the identification, protection, management and use of *built heritage resources, cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.
- **Heritage attribute:** the principal features or elements that contribute to a *protected heritage property's* cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a *protected heritage property*).
- **Protected heritage property:** property designated under Parts IV, V or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the *Standards and Guidelines for Conservation of Provincial Heritage Properties*; property protected under federal legislation, and UNESCO World Heritage Sites.

At the municipal level, PPS 2014 is implemented through an official plan, which may further outline heritage policies (Section 3.3).

3.2.2 MTCS Guidance for Cultural Heritage Evaluation and Impact Assessment

Heritage conservation on provincial properties must comply with the MTCS *Standards and Guidelines for the Conservation of Provincial Heritage Properties*, but this document also provides 'best practice' approaches for evaluating cultural heritage resources not under provincial jurisdiction. For example, the *Standards and Guidelines for the Conservation of Provincial Heritage Properties – Heritage Identification & Evaluation Process* (MTCS 2014) provides detailed explanations of the *O. Reg. 9/06* criteria and its application, while *Info Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* describes how to organize the sections of an HIA and the range of possible impacts and mitigation measures.

One product used primarily for Environmental Assessments (EAs) is the MTCS *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes: A Checklist for the Non-Specialist* (MTCS Checklist) (2016). This checklist helps to identify if a project area contains, or is adjacent to known cultural heritage resources, provides general direction on identifying potential built heritage resources and cultural heritage landscapes, and aids in determining the next stages of evaluation and assessment.

Two criteria listed on the MTCS *Checklist* include:

- National Historic Sites (or part of);
- Property or cultural heritage resources within a United Nations Educational, Scientific, and Cultural Organization (UNESCO) World Heritage Site.

If the MTCS *Checklist* identifies the potential for heritage resources in a study area, further investigation as part of a Cultural Heritage Evaluation Report (CHER) and Heritage Impact Assessment (HIA) is usually necessary.

To advise municipalities, organizations, and individuals on heritage protection and conservation, the MTCS developed a series of products called the *Ontario Heritage Tool Kit*. Of these, *Heritage Resources in the Land Use Planning Process* (MTCS 2005) defines an HIA as:

- 'A study to determine if any cultural resources (including those previously identified and those found as part of the site assessment) are impacted by a specific proposed development or site alteration. It can also demonstrate how the cultural resource will be conserved in the context of redevelopment or site alteration. Mitigative or avoidance measures or alternative development or site alteration approaches may be recommended.'

Advice on how to organize the sections of an HIA is provided in the MTCS document, although municipalities may also draft their own terms of reference, such as the City's *A Guide to Preparing Cultural Heritage Impact Statements*.

The *Ontario Heritage Tool Kit* partially, but not entirely, supersedes earlier MTCS advice. Criteria to identify cultural landscapes is provided in greater detail in the *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980:7), while recording and documentation procedures are outlined in the *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992:3-7). The latter document also stresses the importance of identifying and gauging the cumulative effects of a development (MTCS 1992:8).

3.3 City of Ottawa Heritage Policies

3.3.1 Official Plan

Through its *Official Plan*, the City is committed to protecting, improving, and managing cultural heritage resources, and conserving properties of CHVI in planning and infrastructure developments, including public works and its cultural heritage resources in a manner that sets an example of leadership for the community in heritage conservation.

In Section 1.3 of the *Official Plan*, cultural heritage resources are understood as important to community vitality, local culture and provide citizens with a sense of who they are, and in Section 2.1 states that cultural heritage resources are to be valued and protected during the process of change.

Sections 2.5.5 and 4.6 are critical to understanding the City's approach to cultural heritage. Section 2.5.5 outlines the general policies regarding cultural heritage resources, while Section 4.6 outlines types of cultural heritage resources and the requirements for heritage studies as part of development applications. The *Official Plan* also contains policies relating to urban design including objectives to:

- Enhance the sense of community by creating and maintaining places with their own distinct identity; and,
- Ensuring that new development respects the character of existing areas.

Section 4.6 identifies the following cultural heritage resource types:

- Heritage Buildings and Areas (S. 4.6.1);
- Archaeological Resources (S. 4.6.2);
- River and Canal Corridors (S. 4.6.3);
- Scenic-Entry Routes (S. 4.6.4); and,
- Multi-Use Pathways (S. 4.6.5).

Scenic-Entry Routes, which include River Road (Schedule I), have heritage destinations and often follow historic routes. They are intended to create a favourable first impression of Ottawa. Guidelines for scenic-entry routes promote the protection of views to cultural heritage features outside of the road right-of-way (S. 4.6.4 [2c]). Multi-use pathways provide connections between cultural heritage features (S.4.6.5).

Cultural Heritage Impact Statements (or Heritage Impact Assessments) may be required when a development has the potential to adversely affect any designated heritage resource (S. 4.6.1) and when projects are along the Rideau River or Canal (S. 4.6.3). Planning applications for projects adjacent to, or across the street, from a heritage resource need to demonstrate that the proposal is compatible with the heritage resource (S. 4.6.1). Heritage resources are defined in Section 4.6.1 as:

Buildings, structures, sites, landscapes, areas or environments which may have cultural, architectural, historical, contextual and/or natural interest, and which may warrant designation under the *Ontario Heritage Act*, and/or may warrant other means of cultural heritage recognition, for example, by the federal government. Heritage significance does not only flow from recognition but is dependent on a property's inherent values.

The Ottawa River, Rideau River, and Rideau Canal are identified under River and Canal Corridors and the City commits to ensuring that the shorelines remain accessible and the river landscapes are maintained and improved in terms of their cultural heritage, scenic quality, and recreation and economic benefits (S. 4.6.3). The City reviews development applications adjacent to these rivers and the Rideau Canal to ensure that the visual quality of the waterway and views from the waterway, as well as any natural and cultural features are evaluated. A CHIS is required for development applications under the *Planning Act* within 30 m of the Rideau Canal.

3.3.2 Riverside South Community Design Plan

The Riverside South Community Design Plan was approved in June 2016. This plan identifies four categories of cultural heritage resources within the plan boundaries including:

- Heritage buildings and areas;
- River corridors;
- Scenic-Entry Routes; and,
- Major Recreational Pathways.

The Rideau Canal and the River Road scenic-entry routes are adjacent to 708 and 750 River Road.

4.0 GEOGRAPHICAL AND HISTORICAL CONTEXT

4.1 Geographic Context

708 and 750 River Road are within the Clay Plains section of the Ottawa Valley Clay Plains physiographic region, an area with underlying Paleozoic dolomite and limestone, and surface of gently undulating to rolling terrain of ice laid materials typically interrupted by ridges of rock or sand (Crins et al 2009: 47; Chapman and Putnam, 1984). They are adjacent to the Rideau Canal, which is part of the Lower Rideau River Subwatershed and the Hogs Back Catchment Area (RVCA 2012), and approximately 18 km south of the Ottawa River. 750 River Road is directly across the Rideau River from the mouth of the Jock River.

708 and 750 River Road are also in the Lake Simcoe-Rideau Eco Region, a large area of Ontario with a mild and moist climate and significant floral and faunal diversity (Crins et al 2009: 47), and the Upper St. Lawrence sub-region of the Great Lake-St. Lawrence Forest Region. Trees characteristic of this sub-region include sugar maple, beech, red maple, yellow birch, basswood, white ash, largetooth aspen, and red and bur oak, and coniferous species such as eastern hemlock, eastern white pine, white spruce, and balsam fir (Rowe, 1977).

In reference to cultural boundaries and features, 708 and 750 River Road are approximately 17.5 km south of downtown Ottawa. They are in the Riverside South neighbourhood of the City of Ottawa, and between the Black Rapids Lock (Lock 13, approximately 5.8 km north) and the Long Island Locks (Locks 14-16, approximately 1.0 km south) section of the Rideau Canal. 708 and 750 River Road are bound on the west by the Rideau Canal and on the east by River Road.

4.2 Historical Context

4.2.1 Regional Indigenous History

Human occupation of Ontario dates back approximately 12,000 years and is broadly divided into three periods, the Paleo Period, Archaic Period and Woodland Period. During the Paleo Period (*ca.* 10,000 BCE – 8,000 BCE) the first peoples moved into Ontario as the glaciers melted. The Ottawa Valley was covered by the Laurentide ice sheet until approximately 9,000 BCE. Following the period of deglaciation, the Ottawa Valley was inundated by the Champlain Sea which drained by the late Paleo Period *ca.* 8500 BCE. It is possible that people migrated along the changing waterfront eventually moving into the Ottawa Valley (Watson 1999a). Evidence suggests that Paleo Peoples were highly mobile hunters and gatherers relying on caribou, small game, fish and wild plants found in the sub-arctic environment (Ellis and Deller 1990).

In the Archaic Period (*ca.* 8,000 BCE – 1,000 BCE) the environment and climate of southern Ontario approached modern conditions. More land was available for people to occupy as glacial lakes drained. People continued to live as hunter-gatherers, however population increases meant that people lived in smaller geographic areas than their predecessors. The stone tool kit became more diversified and specialized projectile points, ground stone tools, netsinkers and bannerstones were developed (Ellis et al. 1990). During the latter part of the Middle Archaic Period, technological innovations such as fish weirs and stone tools for the preparation of wild plant foods are known. Extensive trade networks developed by the middle to late Archaic Period. Items such as copper from the north shore of Lake Superior and shells from the Atlantic coast were exchanged during this time (Ellis et al. 1990).

The advent of ceramic technology is used at the main division between the Archaic Period and the Woodland Period (*ca.* 950 BCE - 1650 CE). In the Early Woodland Period the lives of people remained much as they had in the Archaic Period. The trade networks that were established in the Middle and Late Archaic Periods continued to function. High quality stone –used for tools— from the American Midwest appears at this time, although trade in marine shell from the Atlantic decreased (Spence et al. 1990).

During the Middle Woodland Period (250 BCE – 850 CE) a shift in settlement and subsistence patterns occurred. Seasonal village sites in valleys were continuously revisited for decades or centuries. Fish and nuts became an even larger part of people's diets than in the past (Spence et al. 1990). Ceramic technology evolved to include more decoration. These changes in technology, subsistence and settlement indicate a gradual shift amongst many people to a more settled lifestyle which eventually supported increasing horticultural activity from 350 CE on (Fox 1990; Williamson 1990).

Towards the end of the Middle Woodland Period (ca. 350 CE) agriculture developed and quickly became a significant part of people's lives. People began with the cultivation of corn, beans and tobacco, which eventually led to the development of semi-permanent and permanent villages in many places. However, archaeological evidence suggests that people living in areas north of the St. Lawrence Valley continued to hunt and trade through the region but primarily lived a semi-nomadic lifestyle in this area.

During the Late Woodland Period, Eastern Ontario was relatively sparsely occupied and was an area of interaction between Iroquoian speaking populations who relied primarily on domesticated crops and lived in semi-permanent villages to the south, and Algonquian speaking peoples who lived a semi-nomadic life to the north. The area does not appear to have been heavily settled by the time early French explorers arrived in the area around the beginning of the seventeenth century. However, six St. Lawrence Iroquoian villages from approximately 1400 CE have been found in the Spencerville area illustrating that some places were continuously occupied.

The historical hunting territory of Algonquin peoples may have extended as far east as the St. Maurice River in Quebec and into the lowlands south of the St. Lawrence River after the disappearance of the St. Lawrence Iroquois in the late 16th century (Trigger and Day 1994). Following European contact, Algonquin occupation along the river networks used by the French for transportation provided an opportunity for the French and Algonquin people to monopolize the early fur trade and the two entities developed close relations following Champlain's expedition in 1603. Competition for commodities such as furs and hides increased existing tensions between the Algonquin and their neighbours including the Iroquoian peoples such as the Mohawk who lived to the south in the modern New York State area. The 17th century saw a prolonged period of conflict known as the Beaver Wars between the Algonquin and the Mohawk resulting in the significant disruption to traditional lifestyles, with Mohawk raids against Algonquin Villages in the upper Ottawa and St. Lawrence Valleys resulting in the abandonment or destruction of many Algonquin villages in these areas (Trigger and Day 1994).

The French brokered a peace treaty in 1701 at Montreal where Algonquin, Iroquoian and French representatives agreed to peacefully share the lands around the Great Lakes (INAC 2011). In exchange for peace, the Algonquin gave the Iroquoian peoples secure access to furs which they used to develop their alliance with the British. Following the Seven Years' War (1754-1764), the defeat of the French and their Algonquin allies by the British and Iroquoian peoples resulted in the further loss of Algonquin hunting territories in southern Quebec and Eastern Ontario as the British exerted control over former French colonies. The extension of Quebec's boundaries in 1774 through the Quebec Act and the use of the Ottawa River as the boundary of Upper and Lower Canada following the 1791 Constitution Act separated the Algonquin peoples between two government administrations (AOP 2012).

Britain's colonial policy differed from the French with the British Crown increasingly more interested in securing land surrenders from the Indigenous populations for settlement by European immigrants. The Royal Proclamation of 1763 issued by King George III enabled the Crown to monopolize the purchase of Indigenous lands west of Quebec. Although the proclamation recognized Indigenous land rights, it also provided a way through which these rights could be taken away (Surtees 1994). Land cession agreements increased following the War of 1812 as a new wave of settlers arrived in Upper Canada primarily from Britain. The Crown also implemented the annuity system in the purchase of lands from Indigenous peoples where the interest payments of settlers on the land

would cover the cost of the annuity rather than pay a one-time lump sum. By the 1850s, Indigenous groups had become disenfranchised with these agreements and began to demand the retention of reserved land and preservation of hunting and fishing rights (Surtees 1994).

At a council held on 31 May 1819, Crown agent John Ferguson met with approximately 250 Mississauga community members of the Bay of Quinte and Kingston areas who claimed ownership of land within the Ottawa area. The Algonquin population who lived in the Ottawa Valley, a portion of which was negotiated and transferred to the Crown, were not invited and as a result never legally succeeded their lands. The Rideau Purchase Tract, as it was known, included one million hectares of land, which the Mississauga agreed to sell for an annuity of £642 10s (Surtees 1994).

The absence of a treaty demonstrating the Algonquin sale of their lands to the Crown enabled them to achieve a historic land claim victory in October 2016. The Algonquin and the Government of Canada signed an agreement in principal to transfer 117,500 acres of Crown lands in eastern Ontario to the Algonquin (INAC 2011) and includes a \$300 million monetary settlement from the Ontario and Federal governments.

4.2.1.1 Indigenous History at 708 River Road

Golder's archaeological studies in 2014 and 2015 found two Indigenous sites at 708 River Road. Artifacts found during Stage 3 archaeological assessment include a Late Archaic Normanskill projectile point (ca. 3,200 BCE - 1,200 BCE) and a Late Woodland triangular point (ca. 1500 CE -1600 CE). Several lithic flakes and possible hearth feature was also found. The sites have been interpreted camp sites used sporadically over an extended period (Golder 2018:19).

4.2.2 Gloucester Township Historical Context

Following the Crawford Purchase in 1783, large sections of eastern Ontario were opened to settlement for British subjects, and after the Toronto Purchase of 1787, today's southern Ontario was divided into four political districts: Lunenburg, Mechlenburg, Nassau, and Hesse. These became part of the Province of Upper Canada in 1791, and renamed the Eastern, Midland, Home, and Western Districts, respectively. Each district was further sub-divided into counties and townships (Archives of Ontario 2015). The Eastern district included Carleton County, which in turn included the townships of Nepean and Gloucester –within which the town of Bytown, subsequently the City of Ottawa, developed. The first permanent European settler in the area was Philemon Wright, who, in 1800, settled in Hull Township, Quebec with five families and 33 men. By 1805, Wright had established a significant lumber business in the area (Bond 1984:24).

Land registry records indicate that patents for some of the lots in Township B were issued as early as 1802. Most of these were granted to United Empire Loyalists or their family members who never actually settled on the lots. The first documented permanent settler in the township was Braddish Billings who settled on Lot 17 in the Junction Gore in 1812 (Kemp 1991:9). In 1820 the township survey was completed (Gloucester Historical Society 2019). Originally part of Russell County, Township B became part of Carleton County in 1838 and was incorporated and renamed as Gloucester Township in 1850. It was bound by the Rideau River to the west, the Ottawa River to the north, Osgoode Township on the south and Russell County on the east.

The community that would become the City of Ottawa began in 1826 at the junction of Gloucester and Nepean Townships when Lieutenant-Colonel John By established his base camp for construction of the Rideau Canal on Sleigh Bay on the Upper Canada side of the Ottawa River (Gordon 2015:37). By autumn of that year the town site for Bytown and lands reserved for military purposes had been laid out.

Construction of the Rideau Canal between 1826 and 1832 brought skilled labourers to the area. The canal eased transportation of timber and goods to and from Gloucester Township and accelerated settlement. Construction of the canal also resulted in the creation of Montreal Road, one of the first major roads through Gloucester Township, in 1826 (Walker & Walker 1968:214). Montreal Road allowed several small villages in the interior of the Township to develop. The village of Long Island Locks was first settled in 1833 (Gloucester Historical Society 2019).

A new administrative district –Dalhousie District—was established in 1842 to administer Bytown and the surrounding townships. Bytown was incorporated on July 28, 1847 and became the City of Ottawa in 1855 with a population of around 10,000 people (Gordon 2015:64). In 1857 the City of Ottawa was chosen by Queen Victoria as the permanent site of a future government of the Province of Canada and in 1865 the government and civil service relocated from Quebec to Ottawa (Gordon 2015:87). Even though Ottawa was officially the capital city and centre of the civil service, industry was still the main economic driver in town. The timber trade and then the lumber industry dominated the economy of the city in the 19th century and Ottawa only slowly transitioned into a national capital city.

In 1853 the British military turned the Rideau Canal over to the government of Canada West for commercial use. The following year the Bytown and Prescott Railway was completed through the township introducing a new method of transportation to compete with the Rideau Canal and local roads. Dickinson's Grist Mill opened in Manotick in 1859 and the village of Manotick developed at the expense of the village at Long Island Locks.

Territories in Gloucester Township were annexed by Ottawa over time. The Village of New Edinburgh was annexed in 1887 and 148 acres of the Township south of New Edinburgh was added into the City in 1888 (Gloucester Historical Society 2019). In 1893 Rockcliffe Park was purchased by the City of Ottawa (Gloucester Historical Society 2019).

In the early 20th century the City of Ottawa streetcar line was extended into Gloucester Township and the area saw extensive suburban development. However, this was largely un-serviced and sporadic. There was little infrastructure built until after the Second World War (Gordon 2015:195). The size of Gloucester Township remained unchanged until 1950 when 14,605 acres was annexed into the City of Ottawa. The land annexed in 1950 included most of the area inside the proposed Greenbelt and included suburban neighbourhoods and industrial areas (Gordon 2015:208). The remaining land in Gloucester Township was primarily rural with small villages.

In 1969 the Regional Municipality of Ottawa-Carleton replaced Carleton County. The Township of Gloucester incorporated as a City in 1980 (Gloucester Historical Society 2019). The Government of Ontario amalgamated several municipalities in the Regional Municipality of Ottawa-Carleton including the City of Gloucester into the City of Ottawa in 1996 (Edmond 2005:143).

4.2.3 Property Histories

The part of Gloucester Township around 708 and 750 River Road was a rural, agricultural area throughout the 19th and most of the 20th centuries. Suburban development and construction activity only began in the late 1990s and continues to the present.

4.2.3.1 708 River Road

708 River Road is on part of Lots 20 and 21 Broken Front Concession in the Geographic Township of Gloucester. These lots were first surveyed and granted by the Crown to prominent United Empire Loyalist families between 1799 and 1808.

4.2.3.1.1 Lot 20

The Crown Patent for Lot 20 was first issued in 1803 to Archibald Montgomery for 100 acres. The lot was undersized from its location against the Rideau River. The lot was then sold by Sheriff Treadwell to Stephen Collins in 1842 (Inst.No.RO3395). Collins sold portions of the lot to Walter Collins in 1844 (Inst.No.RO2312) and James Moodie in 1847 (Inst.No.RO3544). Walter Collins subsequently sold to William McLean in 1850 (Inst.No.RO16043). The 1863 Walling Map illustrates a building on the property (Figure 3). A ½ acre portion of the lot was donated for School Section # 11 in 1875 (Inst.No.GL2821). The 1879 Belden Map illustrates a building on the property and lists J. Ritchie on the lot (Figure 3). The Court of Chancery granted the entire 100-acre lot to John Ritchie in 1882. Richie deeded the entire 100 acres minus the schoolhouse half acre to Thomas Moodie in 1883 (Inst.No.GL6283). The lot remained within the Moodie family's possession well into the twentieth century.

Twentieth century maps show a building on the section of Lot 20 that would become 708 River Road in 1906 and a building in a different location on the lot in 1930 and 1948 (Figure 4). Topographic maps and aerial photographs show three buildings on Lot 20 from 1936 but all were gone by the 1990s (Figure 5 and Figure 6).

4.2.3.1.2 Lot 21

The lot is 146 acres and is undersized because of its location next to the Rideau River. The Crown Patent for Lot 21 was first issued in 1799 to Captain Hugh Munro. The entire lot was later sold by Lewis Grant to Caroline and W.J. Yates in 1819. A 73-acre northern portion of the lot was then sold by William Cuddie to John Spratt in 1862 (Figure 3, Inst.No.RO27774) while a 73-acre southern portion was sold by Cuddie to Nicholas Clarke in 1870 (Inst.No.GL580). Nicholas Clarke subsequently sold his southern portion to James M. Clarke in 1876 (Figure 3, Inst.No.GL3518) while the northern portion was also sold to James Clarke in 1882 by John Spratt (Inst.No.GL6013). Clarke kept the southern portion but sold the northern 73 acres to Thomas Beggs in 1890 (Inst.No.GL9355). Clarke and Beggs owned the lot into the twentieth century. The property then passed through the hands of the Cuddie's and the Armstrong's, until Earl Armstrong took possession in 1939.

Twentieth century topographic maps and aerial photographs (Figure 4, Figure 5 and Figure 6) illustrate buildings on the northeast corner of the section of Lot 21 that would become part of 708 River Road. Aerial photographs show that the buildings were demolished by the late 1990s (Figure 6).

4.2.3.2 750 River Road

750 River Road is part of Lot 22 Broken Front Concession. This lot was first surveyed and granted by the Crown to prominent United Empire Loyalist Captain Hugh Munro in 1799. Sometime after 1830, the lot changed hands to William Findlay who then divided the lot into north and south halves. The south half was purchased by his son Robert in 1868 (Inst. GL199). After the death of William in 1869, his wife Agnes was willed the north half of the lot (Inst. GL199). Agnes died a year later, and the will provided Hugh Blair and William Eadie with the property (Inst. GL774). The property once again stayed within the family when both John and William were given shares of the lot by Jane Findlay in 1873 (Inst. GL2141). John sold his north half of the lot to Thomas Nixon in 1882 (Inst. GL5779) and William sold his south half of the lot to George Eadie in 1889 (Inst. GL8917) where it stayed with the Eadie family into the twentieth century.

The Walling map shows "Wm Finlay" and his house on the north half of Lot 22, west of River Road (Figure 3). The 1861 census lists Scottish immigrant William Finlay (NAC C-1012) as a 40-year-old farmer living in a one-storey log house with his wife Agnes (40) and ten children: Isabella (20), Jane (19), Robert (16), Ellen (15), Agnes (15), Mary (11), Fanny (9), John (6), William (5) and Victoria (2). By 1871, the census record indicated that son Robert (now 25), a brother and the sisters was living in the south half of the lot with their now widowed mother Agnes (NAC C-10012). According to the census, the lot was split into two 75 acres parcels and each had 40 acres

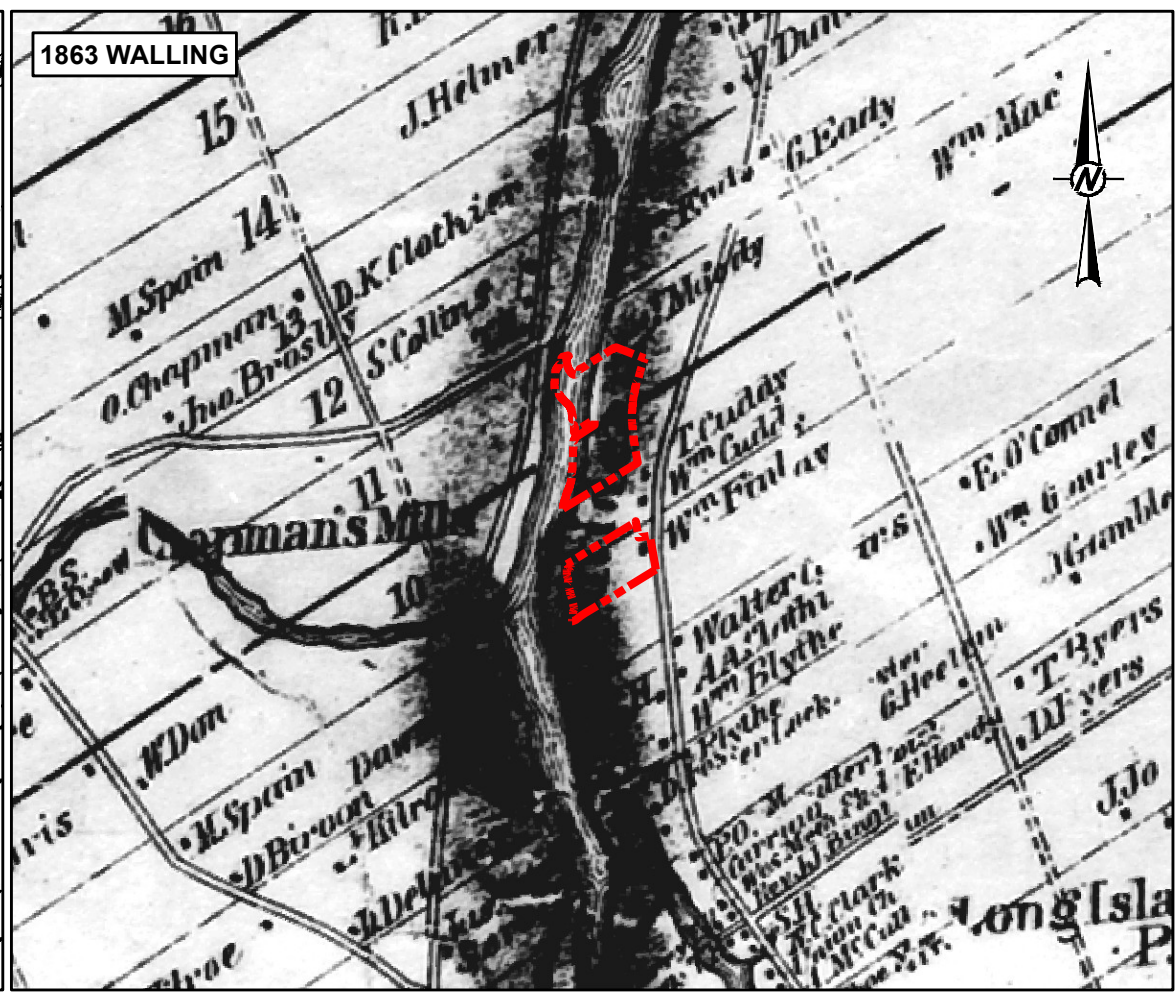
improved. The livestock included three horses, six milk cows, four other cattle, six pigs, and 18 sheep. The 1879 Belden map shows that William's son John had acquired the north half of the lot while his other son William (Jr.) owned the south half (Figure 3). The south half of the lot changed hands once William sold his parcel to George Eadie in 1889. The 1881 census listed George Eadie as a 49-year-old farmer living with his wife Margaret (47) and seven children James (20), John (15), David (13), Frederick (11), Ellen (9), [illegible] (4) and Henry (4) (NAC C-13229).

Twentieth century maps and aerial photographs show buildings approximately in the centre of the part of Lot 22 (later 750 River Road) until the 1990s (Figure 4, Figure 5 and Figure 6).

1825 COFFIN



1863 WALLING



1879 BELDEN



KEY MAP



SCALE 1:650,000

LEGEND

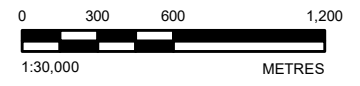
STUDY AREA

NOTE(S)

1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)

- 1. HISTORICAL MAPS
 - 1825 COFFIN, NORTH GLOUCESTER, NMC-4830;
 - 1863 WALLING EAST, NMC-43061-2;
 - 1879 BELDEN, EAST GLOUCESTER.
- 2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2018
- 3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
- 4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: MTM ZONE 9, VERTICAL DATUM: CGVD28



CLIENT
URBANDALE CORPORATION

PROJECT
CULTURAL HERITAGE IMPACT STATEMENT, 708 AND 750 RIVER ROAD, CITY OF OTTAWA, ONTARIO

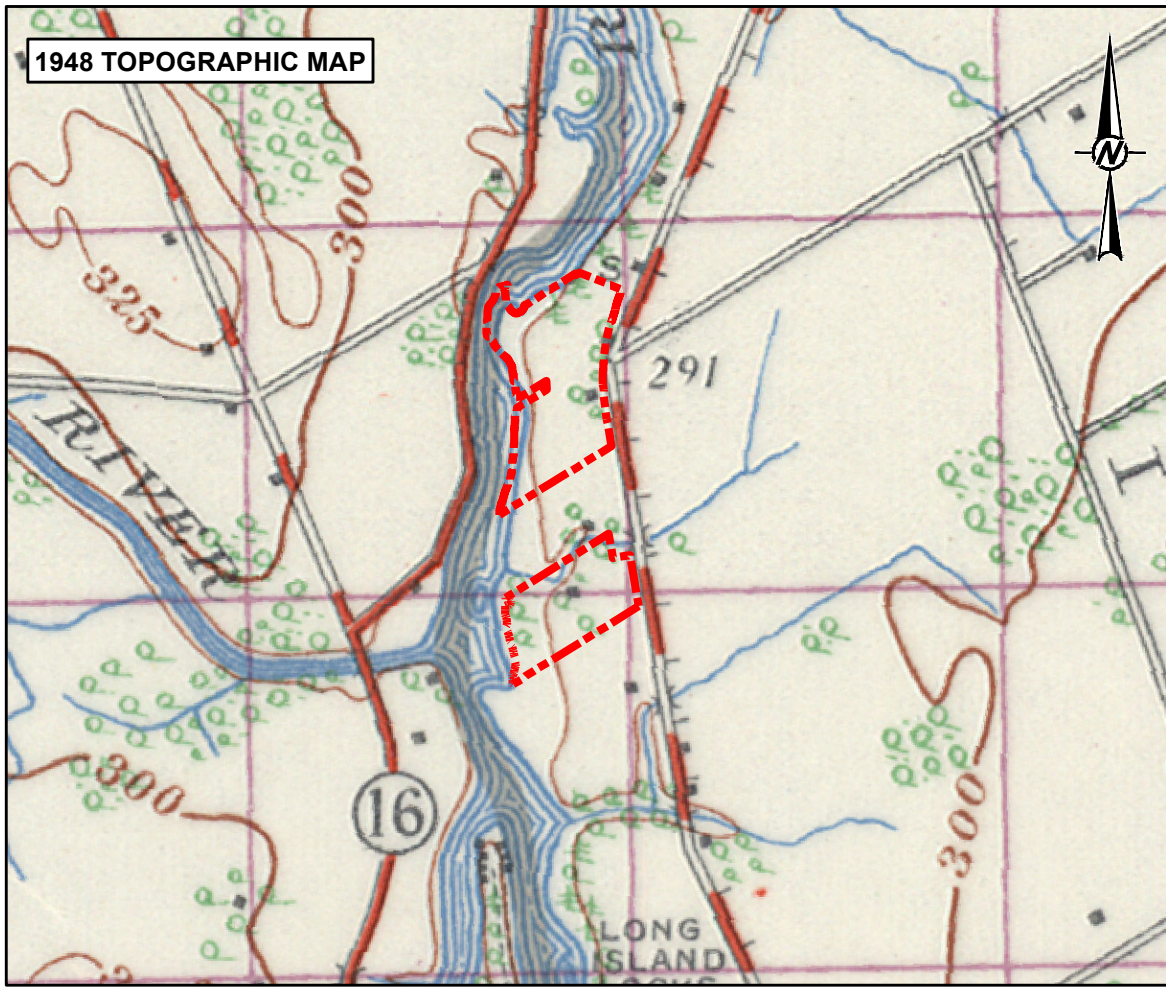
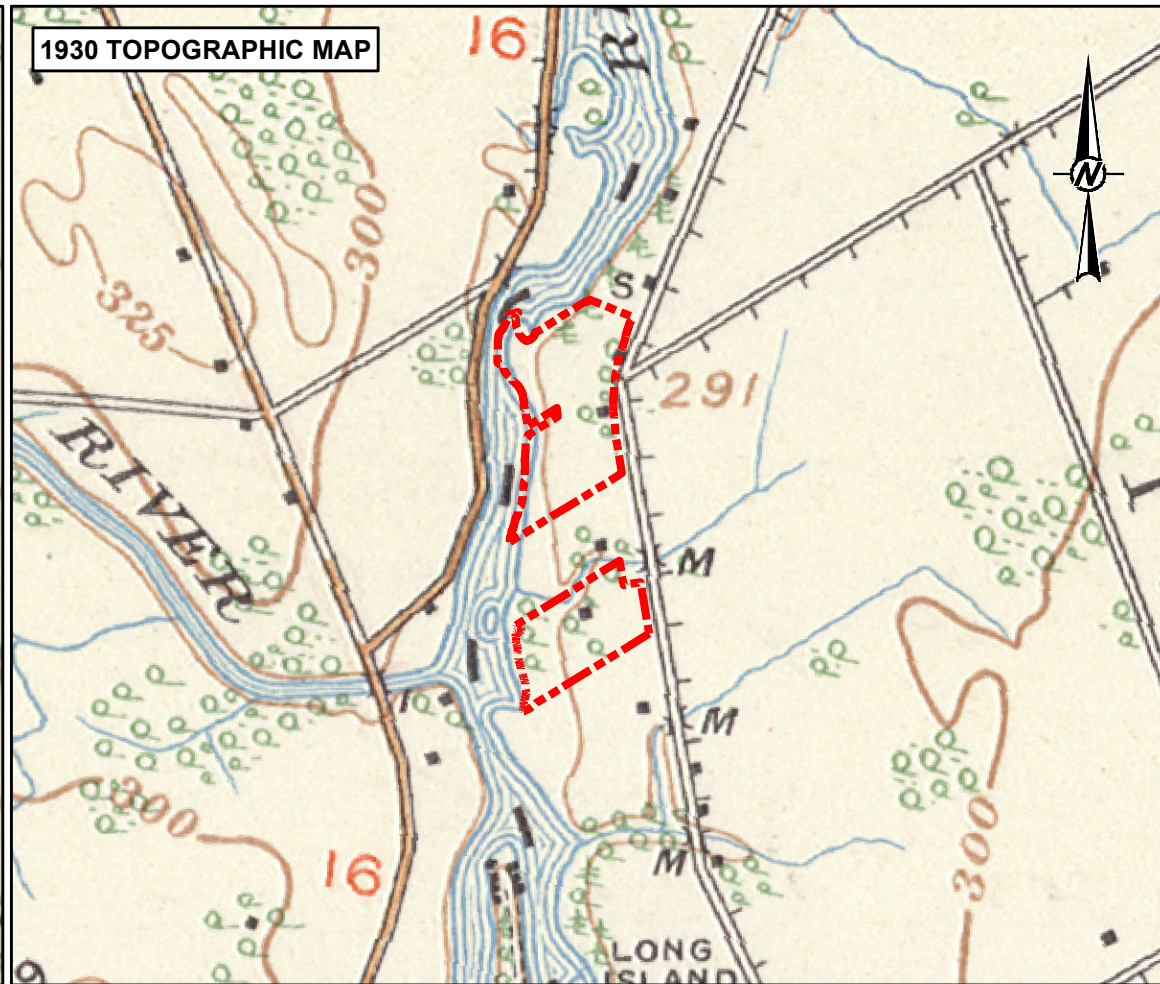
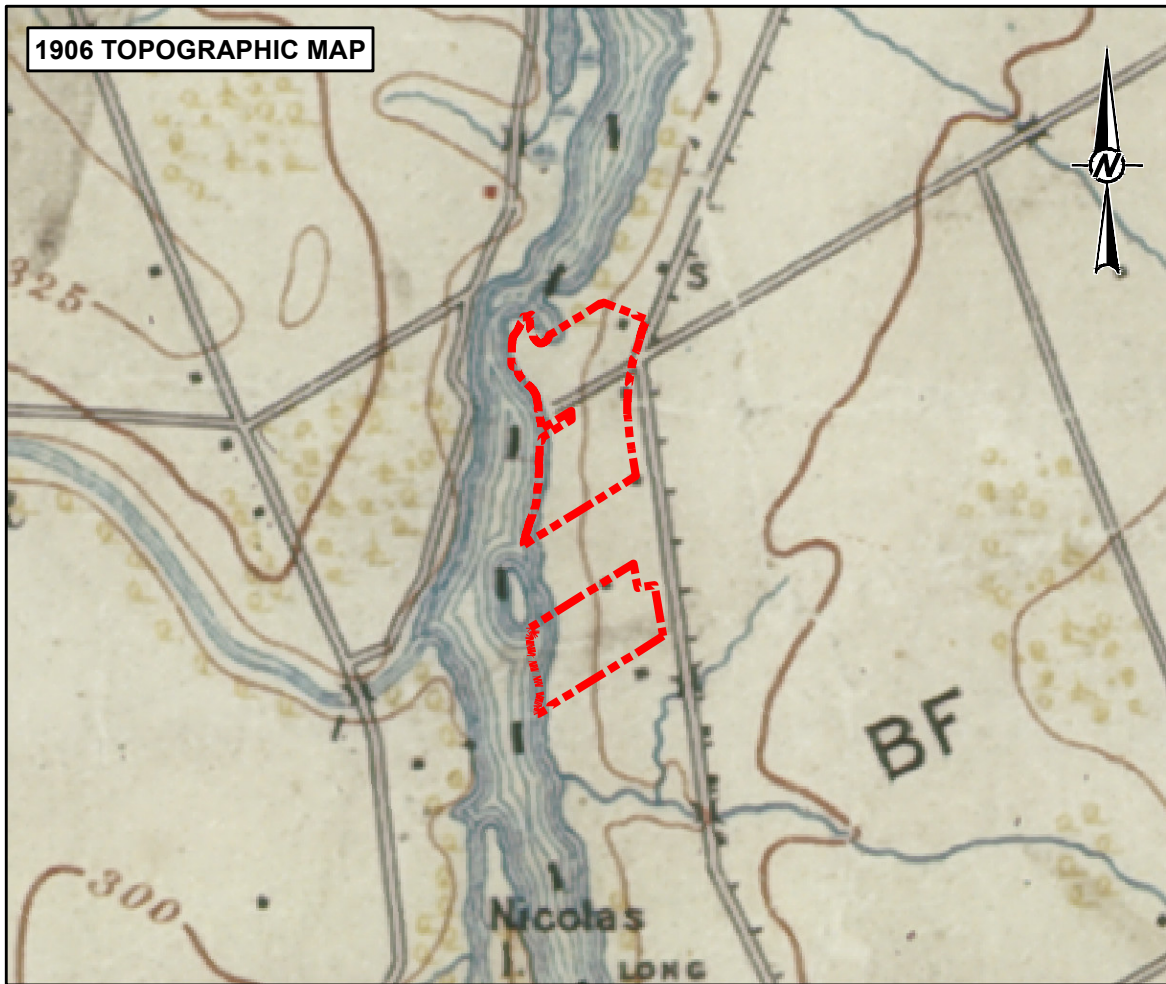
TITLE
708 AND 750 RIVER ROAD ON 19TH CENTURY MAPS

CONSULTANT	YYYY-MM-DD	2019-08-29
DESIGNED	---	
PREPARED	BR	
REVIEWED	HC	
APPROVED	BD	



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SCALE 1:650,000

LEGEND
 STUDY AREA

NOTE(S)
 1. ALL LOCATIONS ARE APPROXIMATE

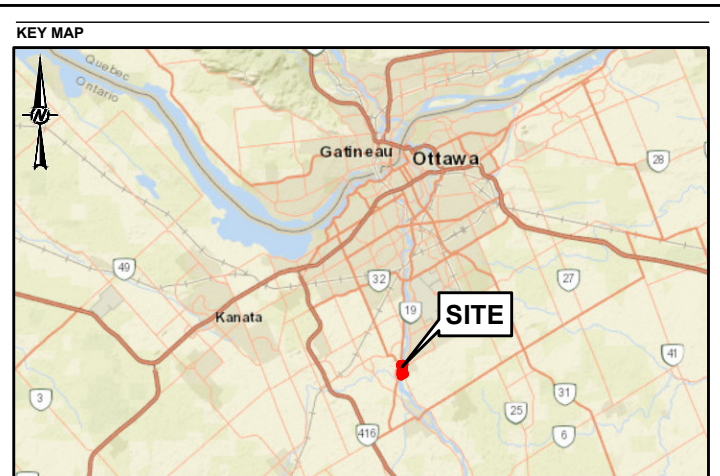
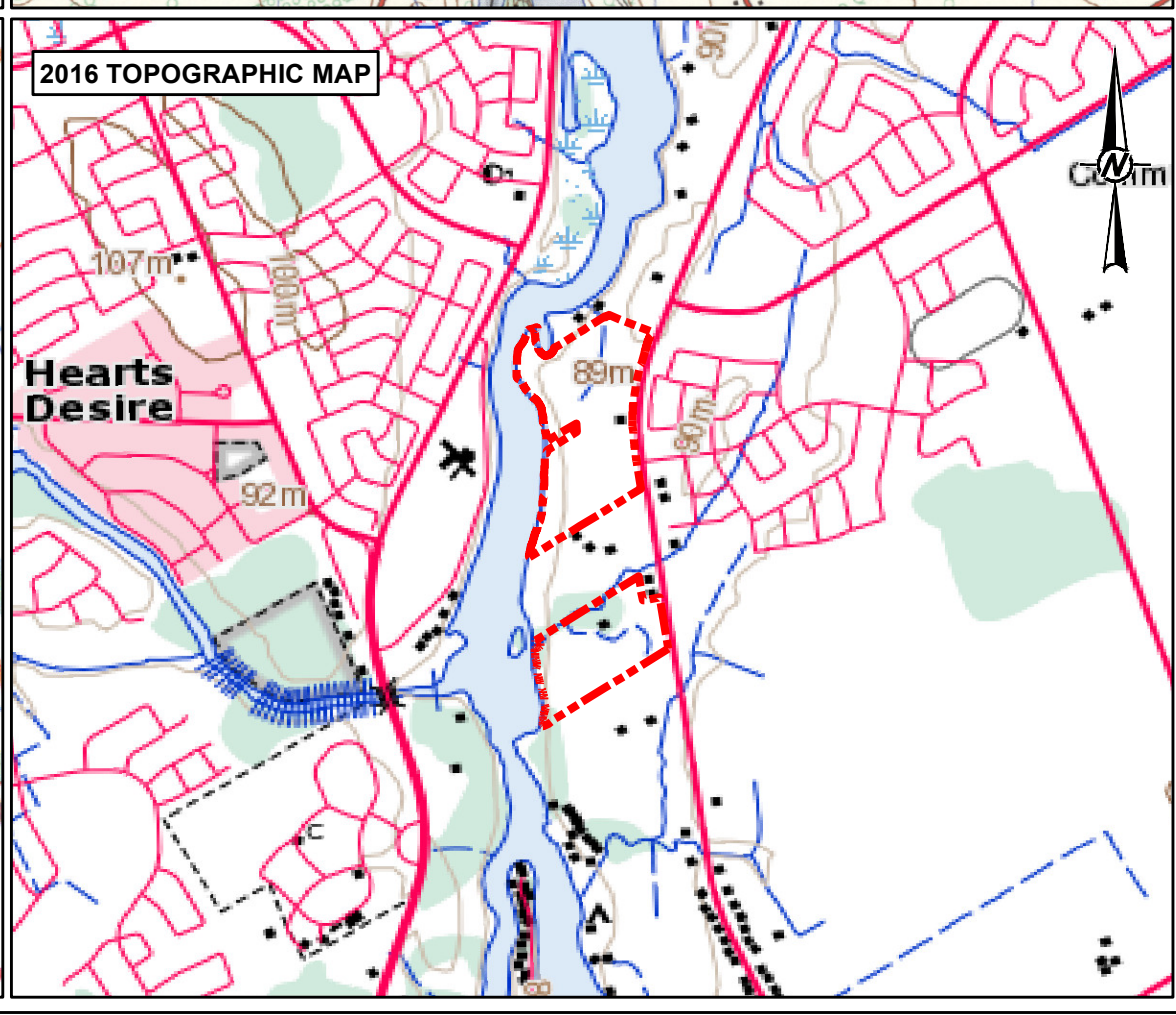
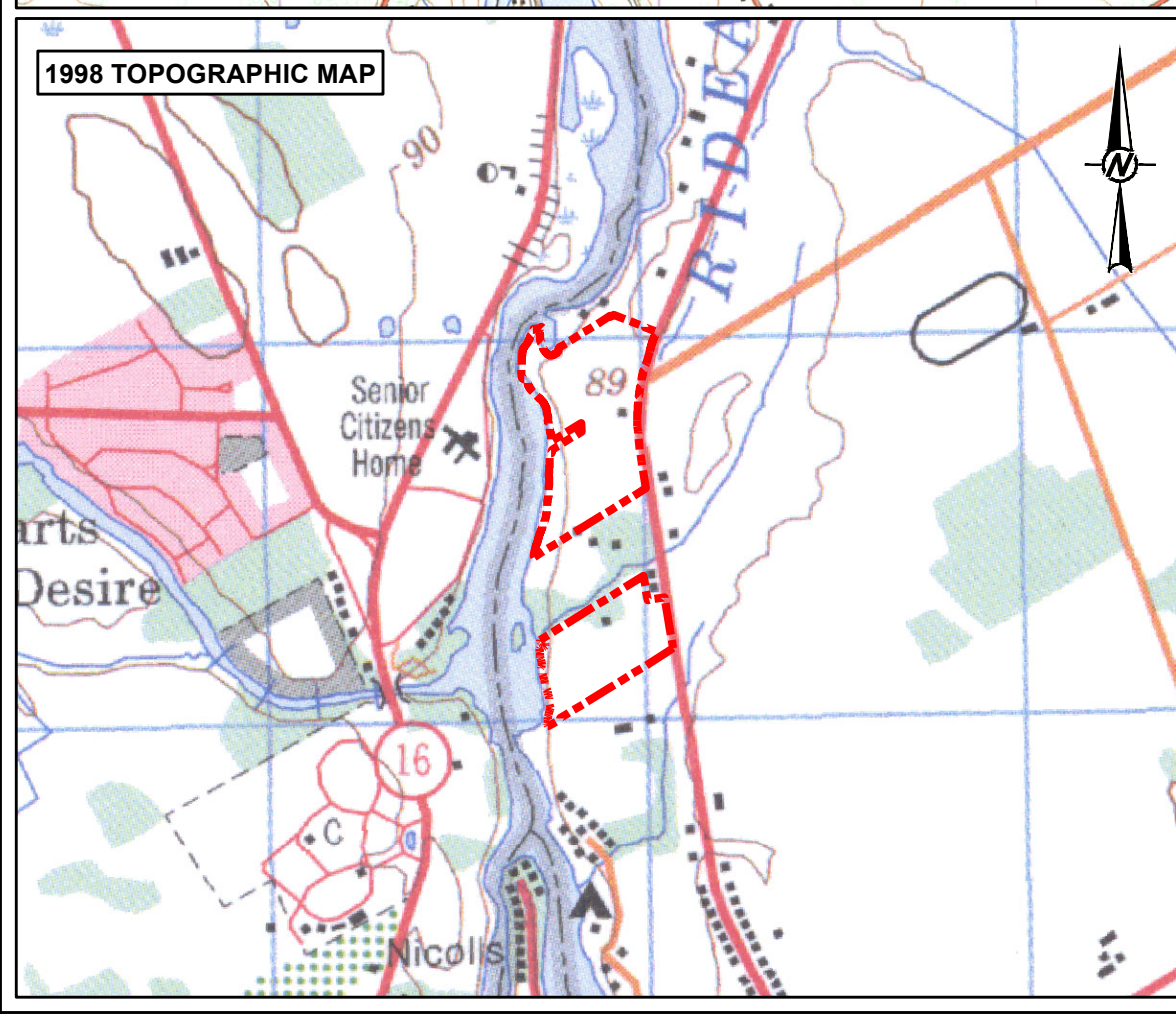
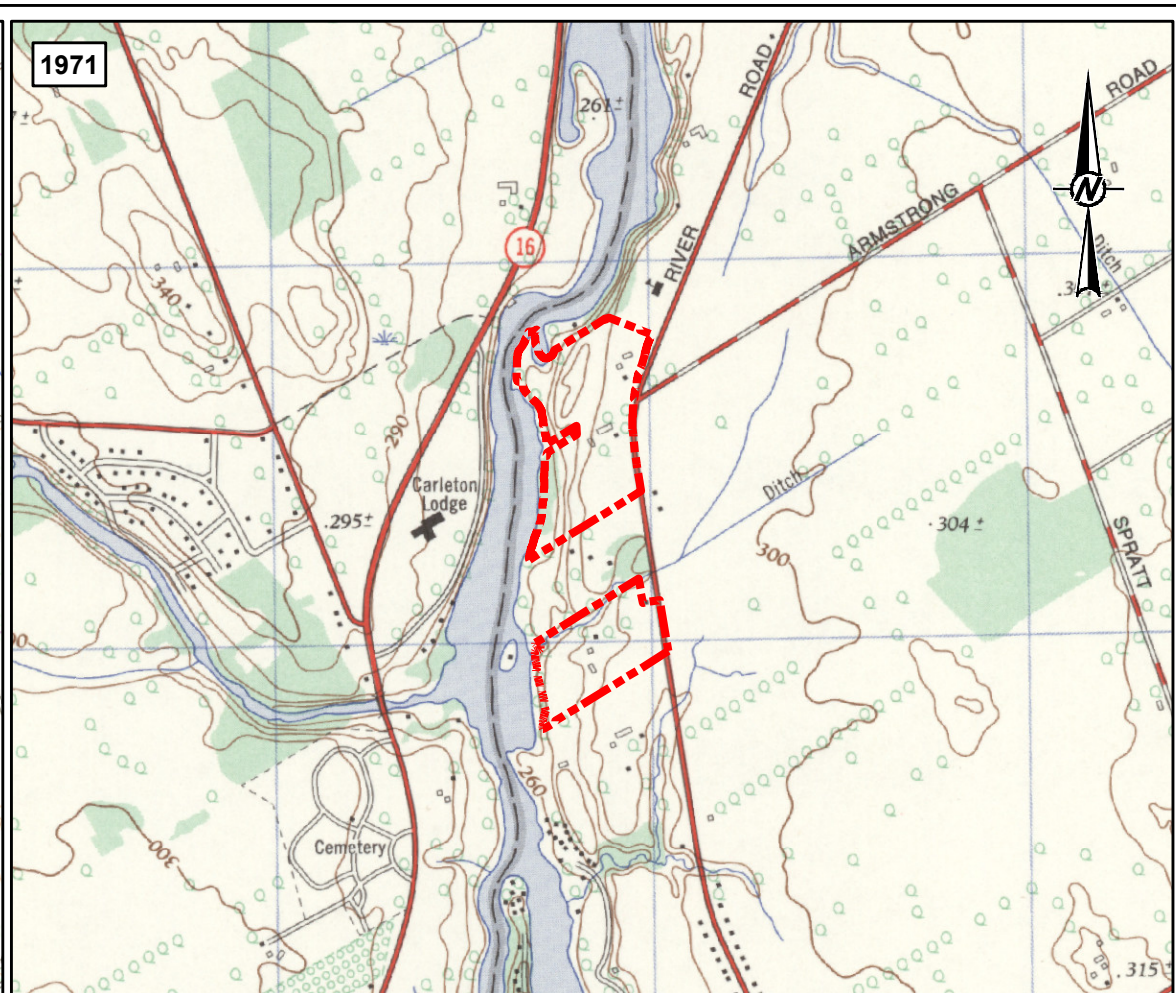
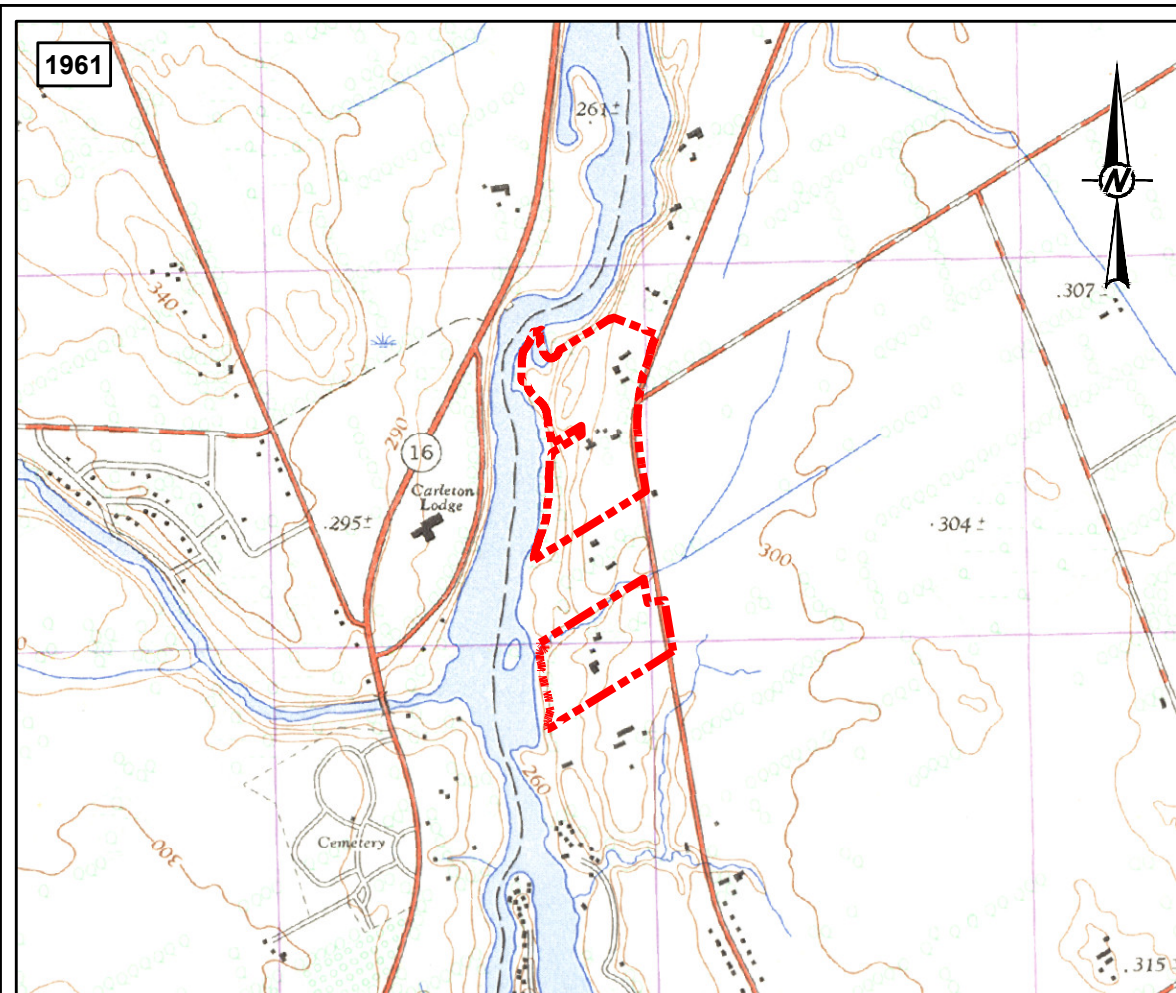
REFERENCE(S)
 1. HISTORICAL MAPS AND AERIAL PHOTOS:
 - 1906 TOPO MAP, OTTAWA, ONTARIO. 1:63,360. MAP SHEET 031G05, [ED. 1], 1906
 - 1930 TOPO MAP, OTTAWA, ONTARIO. 1:63,360. MAP SHEET 031G05, [ED. 9], 1930
 - 1948 TOPO MAP, OTTAWA, ONTARIO. 1:63,360. MAP SHEET 031G05, [ED. 17], GRIDDED, 1948
 2. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
 3. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: MTM ZONE 9, VERTICAL DATUM: CGVD28



CLIENT		URBANDALE CORPORATION	
PROJECT		CULTURAL HERITAGE IMPACT STATEMENT, 708 AND 750 RIVER ROAD, CITY OF OTTAWA, ONTARIO	
TITLE		708 AND 750 RIVER ROAD ON 20 TH CENTURY MAPS	
CONSULTANT	YYYY-MM-DD	2019-08-29	
	DESIGNED	---	
	PREPARED	BR	
	REVIEWED	HC	
	APPROVED	BD	

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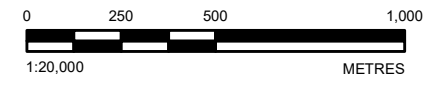


SCALE 1:650,000

LEGEND
 STUDY AREA

NOTE(S)
 1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
 1. HISTORICAL MAPS AND AERIAL PHOTOS:
 - 1961 TOPO MAP, OTTAWA, ONTARIO, 1:25,000, MAP SHEET 031G05G, ED. 1, 1961
 - 1971 TOPO MAP, OTTAWA, ONTARIO, 1:25,000, MAP SHEET 031G05G, ED. 3, 1971
 - 1998 TOPO MAP, OTTAWA, ONTARIO, 1:25,000, MAP SHEET 031G05, ED. 11, 1998
 - 2016 TOPO MAP, OTTAWA, ONTARIO, 1:25,000, MAP SHEET 031G05, ED. 9, 2016
 2. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
 3. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: MTM ZONE 9, VERTICAL DATUM: CGVD28



CLIENT
 URBANDALE CORPORATION

PROJECT
 CULTURAL HERITAGE IMPACT STATEMENT, 708 AND 750 RIVER ROAD, CITY OF OTTAWA, ONTARIO

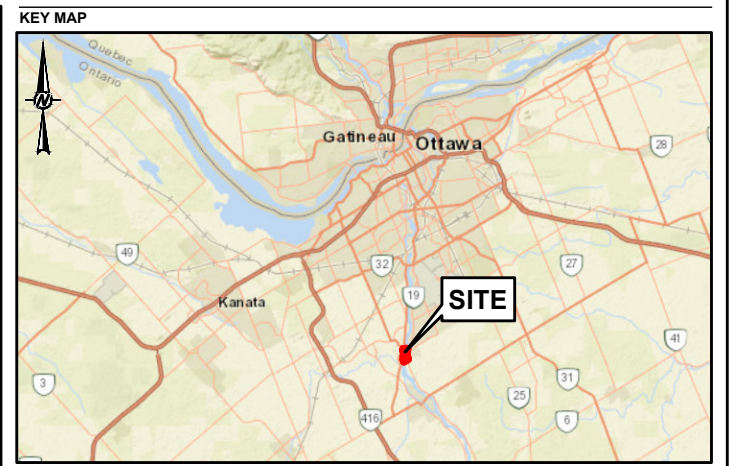
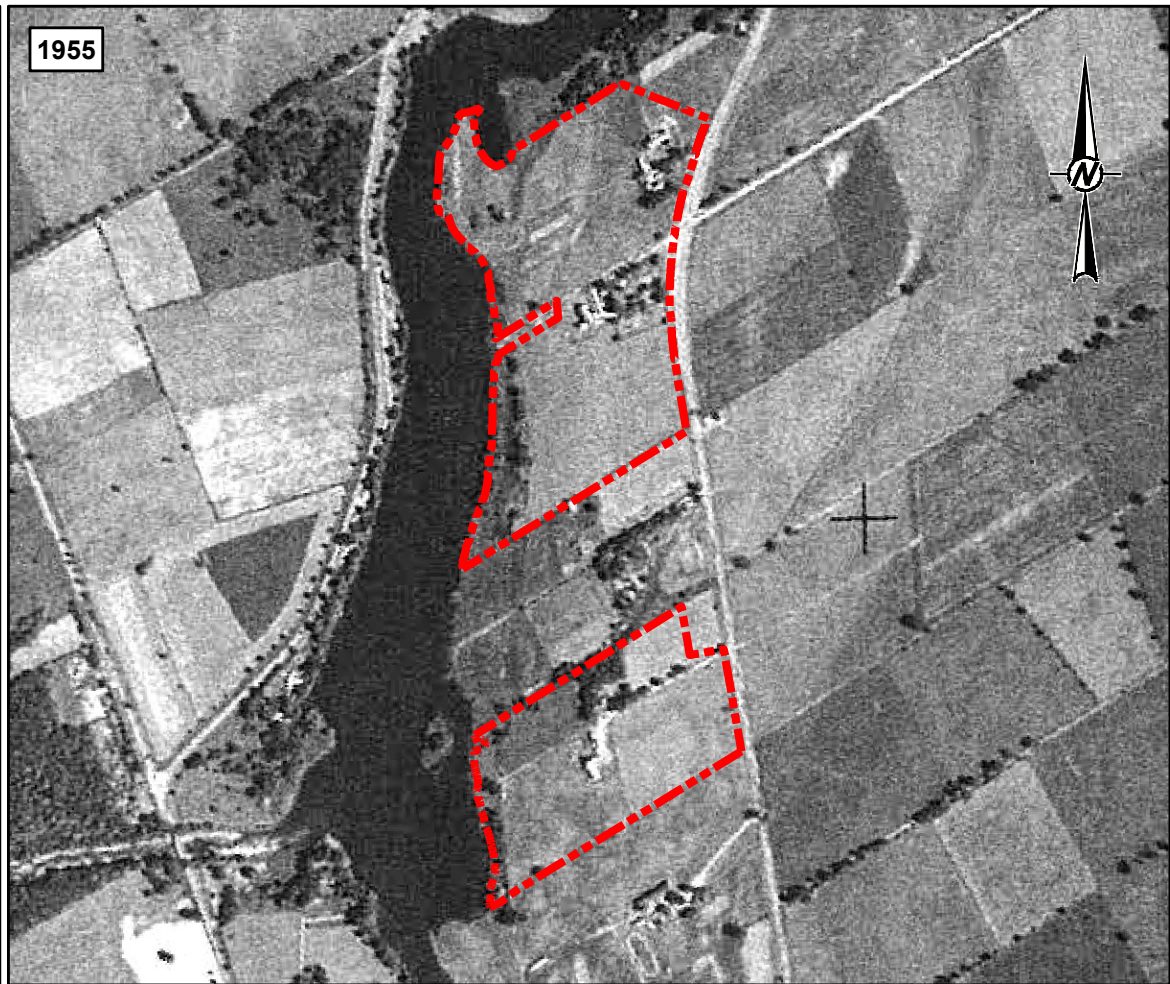
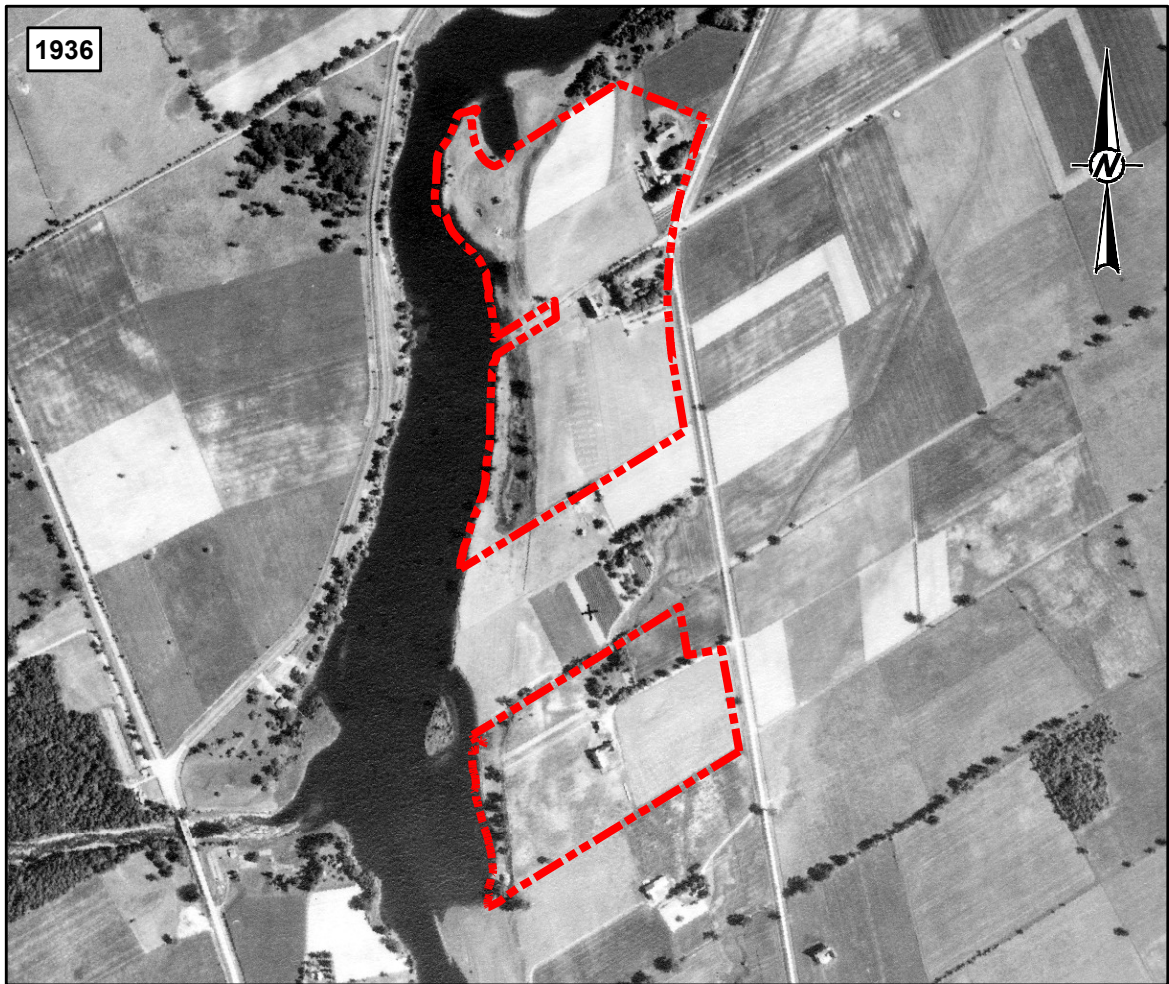
TITLE
 708 AND 750 RIVER ROAD ON 20TH AND 21ST CENTURY MAPS

CONSULTANT	YYYY-MM-DD	2019-08-29
DESIGNED	---	
PREPARED	BR	
REVIEWED	HC	
APPROVED	BD	

PROJECT NO. 19125897 CONTROL 0001 REV. 0 FIGURE 5

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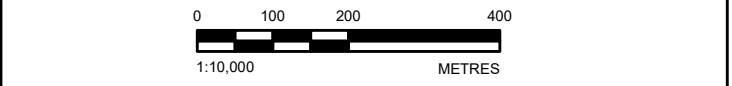
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LEGEND
 STUDY AREA

NOTE(S)
 1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
 1. AERIAL PHOTOS:
 - 1936 AIR PHOTO, NAPL, A5403_23
 - 1955 AIR PHOTO, NAPL, A14755-110
 - 1965 AIR PHOTO, NAPL, A18805-13
 - 1999 AIR PHOTO, CITY OF OTTAWA
 2. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
 3. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: MTM ZONE 9, VERTICAL DATUM: CGVD28



CLIENT
 URBANDALE CORPORATION

PROJECT
 CULTURAL HERITAGE IMPACT STATEMENT, 708 AND 750 RIVER ROAD, CITY OF OTTAWA, ONTARIO

TITLE
 708 AND 750 RIVER ROAD ON AERIAL PHOTOGRAPHS

CONSULTANT	YYYY-MM-DD	2019-08-29
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PREPARED	BR	
REVIEWED	HC	
APPROVED	BD	

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FIGURE 6

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5.0 EXISTING CONDITIONS

5.1 Setting

The setting of 708 and 750 River Road can be characterized as transitioning from rural agricultural to suburban residential. The topography of the area is flat with a gentle slope west towards the Rideau Canal. Next to and parallel with the Canal there is a steeper slope. Vegetation along the edges of the Canal in the floodplain and on the steeper slopes include a naturalized mix of deciduous trees, shrubs, grasses and vines. The vegetation on the upland area is tended lawn and garden grasses, shrubs and flowers. The Rideau Canal is on the west side of 708 and 750 River Road and flows north.

River Road runs generally north-south on the east side of 708 and 750 River Road. Strandherd Drive runs east-west and is approximately 65 m north of 708 River Road. Strandherd Drive changes to Earl Armstrong Road east of its intersection with River Road. Vimy Memorial Bridge (Figure 7) carries Strandherd Drive across the Rideau Canal approximately 65 m from the northern edge of 708 River Road. 708 River Road is across River Road from a residential subdivision (Figure 8). 750 River Road is across the road from land currently under construction site for another part of the Riverside South neighbourhood (Figure 9).

Several rural residential and vacant properties are adjacent to 708 and 750 River Road. 686 and 688 River Road are between 708 River Road and Strandherd Drive. 686 River Road is a vacant lot at the southwest corner of Strandherd Drive and River Road, and north of 708 River Road. 688 River Road is a residential property next to the Rideau Canal adjacent to the northwest edge of 708 River Road.

708 River Road and 750 River Road are separated by three long narrow properties that extend from River Road to the Rideau Canal, that include 720, 724 and 730 River Road. These three properties include houses set approximately 175 m back from the road. Two properties, 740 and 746 River Road are adjacent to the northeast corner of 750 River Road. These two properties include houses in the centre of their lots approximately 20 m from the road. Most of 708 and 750 River Road are separated by approximately 200 m. However, along River Road the distance separating the properties is approximately 290 m. These properties include dense vegetation that blocks views between the more open 708 and 750 River Road properties.

760 River Road is a large vacant lot south of 750 River Road. It is part of the Riverside South development and a large part of the property is currently under construction as part of a stormwater management pond (Figure 10).



Figure 7: View west along Strandherd Drive at the Vimy Memorial Bridge.



Figure 8: View southeast at the residential area east of 708 River Road.



Figure 9: View east from 750 River Road at construction on the east side of River Road.



Figure 10: View south from 750 River Road of the stormwater management pond under construction.

5.2 708 River Road

708 River Road is an approximately 13.3 hectare (ha) irregularly shaped parcel of vacant rural land (Figure 2). The terrain includes a gently sloped floodplain next to the Rideau River with a steeper slope approximately 7 m high parallel to the river and a gently rolling upland at the top of the slope (Figure 11 and Figure 12). The property includes several isolated stands of trees surrounded by a grassy meadow environment (Figure 13). The slope and floodplain area are generally more heavily forested than the upland section of the property.

The property is divided in half north south by a narrow stand of trees (Figure 14) and remnants of a barbed wire fence (Figure 15) that extends from the river to River Road, with only narrow breaks in the trees. A ditch and barbed wire fence run parallel to River Road along most of the eastern side of the property (Figure 16).

There are views of the naturalized shoreline of the Rideau Canal from several places along the top of the slope (Figure 17). The top of the arches of the Vimy Memorial Bridge can be viewed from most of the northern half of the property (Figure 18). Views of the property from the west side of the Rideau Canal and from the Vimy Memorial Bridge are of a naturalized landscape with stands of trees and open meadow that extend down to the edge of the Rideau Canal (Figure 19 and Figure 20).



Figure 11: View south from 708 River Road of the slope and floodplain next to the Rideau Canal.



Figure 12: View northwest of the rolling terrain of 708 River Road.



Figure 13: View southwest of the trees and meadow across the center of 708 River Road.



Figure 14: View southwest of the trees dividing 708 River Road.



Figure 15: View east of the remnants of the barbed wire fence dividing 708 River Road.



Figure 16: View south of the shoulder of River Road and adjacent ditch, fence and meadow on the east side of 708 River Road.



Figure 17: View west over the Rideau Canal from the top of the slope near the north-south halfway point of 708 River Road.



Figure 18: View north from 708 River Road of Vimy Memorial Bridge.



Figure 19: View of 708 River Road from the west side of the River.



Figure 20: View south from Vimy Memorial Bridge towards 708 River Road.

5.3 750 River Road

750 River Road is a near-rectangular shaped parcel covering approximately 7.2 ha (Figure 2). Most of the property is currently under construction. It has, a narrow gently sloped floodplain next to the Rideau Canal with a steep slope parallel to the River. The terrain on the upland part of the property is generally gently sloped towards the River but also includes an excavated stormwater management pond area and land that has been cleared and graded for construction activity.

The north and west edges of the property are covered in dense vegetation including deciduous trees and grasses (Figure 21). The east side of the property next to River Road has been cleared of vegetation for construction activity (Figure 22).

The centre and south side of the property is a new stormwater management pond and includes stands of newly planted trees (Figure 23 and Figure 24). The stormwater management pond is under construction at the time of writing and the spillway and bypass outlet channel have been built (Figure 25). Views of 750 River Road from across the River are inhibited by dense vegetation along the shoreline.



Figure 21: View west from the centre of 750 River Road.



Figure 22: View northwest across 750 River Road.



Figure 23: View northwest of part of the stormwater management pond on 750 River Road.



Figure 24: View west of planted trees on 750 River Road.

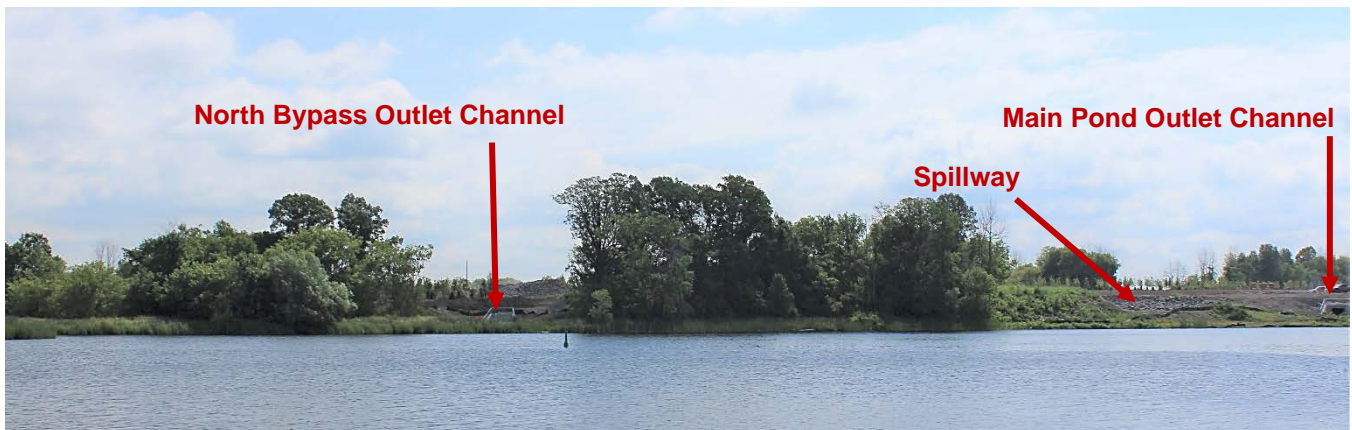


Figure 25: View east of 750 River Road from across the Rideau Canal.

6.0 CULTURAL HERITAGE VALUES OF THE RIDEAU CANAL

The following is excerpted from the Canada's Historic Places entry for the Rideau Canal, the *Rideau Canal National Historic Site of Canada Management Plan*, The CIS and the UNESCO World Heritage Committee Statement of Outstanding Universal Value.

Rideau Canal NHSC is a 202-km artificial waterway running through a corridor of communities from Ottawa River to Lake Ontario. The designated place consists of lands and waters under the jurisdiction of Parks Canada including the bed of the Rideau Canal to the high-water mark between the Ottawa River and the harbour in Kingston. The Rideau Canal was built for the British government by Lieutenant-Colonel John By as a defensive work in 1826-1832. 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.

The Rideau Canal was designated a national historic site in 1924. The reasons for national significance, based on the 1924, 1967 and 1987 Minutes of the Historic Sites and Monuments Board of Canada are:

- 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, and;
- the unique historical environment of the canal system (PCA 2005:66).

In 1967, the Historic Sites and Monuments Board reconfirmed that: "the Rideau Canal is of national historical importance, and further resolves as follows: the entire lock system of the Rideau Canal including locks, blockhouses, dams, weirs and original lockmasters' houses be declared of national historical significance...the Minister should assume such responsibilities for the policies of Canal maintenance and operation as may be necessary to maintain the existing structures and preserve the unique historical environment of the Canal System" (PCA 2005:66). The reasons for national significance include 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, and the unique historical environment of the canal system.

Section 5.1 of the CIS addresses the designated place, stating that: "The Rideau Canal as a designated place is valued for:

- The engineering achievement of the construction of the Canal;
- Its continuous seasonal operation since 1832;
- The survival and integrity of the Canal system with the majority of its original built resources intact;
- The continuity and integrity of the lockstations and the sense of a complete "system" that these stations convey;
- The historic, ecological and visual associations with the certain shore-lands and communities along the waterway which contributes to the unique historical environment of the Canal; and,
- 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 (PCA 2005:69).

The NHSC Management Plan states that “the waterway’s ecosystem features form an integral part of the history and natural landscape of the Rideau Canal and are considered a vital heritage resource for the Canal system that must be respected and safeguarded” (PCA 2005:14). The Rideau Canal was added to the World Heritage List based on the following Statement of Outstanding Universal Value:

“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.” (UNESCO 2007:164-165).

Specific criteria for inscription include:

- 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 (UNESCO 2007:164).

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 (The World Heritage Committee 2007).

The significance of the Rideau Canal is understood to lie 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.

In the CIS, Parks Canada has identified two levels of cultural heritage resources for the Rideau Canal. Level one resources symbolize or represent the national significance of the site. These are directly related to the construction of the Canal and the military period of operation. Level two resources are resources which are not considered part of the original Rideau Canal system but are part of the Rideau Canal including:

- its post-military operation, maintenance and administration;
- its evolving use – commercial to recreational;

- its evolving role with corridor communities and the heritage value of the Rideau corridor;
- the construction and operation of the first and second Tay Canals;
- its role in a larger international canal network;
- the continuing relationship between the Canal – its resources and operations - and the corridor’s natural environment (PCA 2005:76-77).

The natural environment of the Rideau Canal corridor including extensive ecosystem features – lands, waters, plants and animals – under the jurisdiction of the Rideau Canal are values because they comprise an important component of the Canal’s history and landscape and as such are considered a vital heritage resource that must be respected and safeguarded (PCA 2005:79). The natural ecosystem elements are valued because:

- of their contribution to the health and wholeness of the ecosystem within the corridor;
- they are vital parts of the landscape character and history of the corridor; and,
- of their contribution to the enjoyment and quality of life along the corridor.

Character-Defining Elements

Character-defining elements as outlined in the Canada’s Historic Places Register for the Rideau Canal 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 (Canada's Historic Places n.d.).

6.1 Cultural Heritage Values of the Rideau Canal Adjacent to 708 and 750 River Road

708 and 750 River Road are adjacent to a naturalized section of the Rideau Canal. Water levels in the river are controlled by dams upstream and downstream from the site. None of the built resources or engineering assets of the Rideau Canal –the level one heritage resources— are visible from 708 and 750 River Road. Character-defining elements of the canal in this section of river include:

- the completeness of the cultural landscape as a longstanding system of transportation facilities; and,
- on-going operation of the canal and all evidence of its continuous seasonal operation since 1832;

The Rideau Canal adjacent to 708 and 750 River Road does not have a direct connection to level one cultural heritage resources. However, the views of the natural corridor along the Rideau Canal are connected to the continuing relationship between the Canal – its resources and operations - and the corridor's natural environment, which is considered a level two resource. The natural ecosystem of the Rideau Canal Corridor is a vital part of the landscape character and history of the corridor.

7.0 IMPACT ASSESSMENT

7.1 Proposed Development

The project is part of Phase 12 of the overall Riverside South Development. No development is planned for either property to be within the Rideau Canal's 30 m buffer zone.

7.1.1 708 River Road

Urbandale is planning to develop part of 708 River Road for residential use, parks and open space (APPENDIX A and Figure 27) and will include:

- Removal of some of the trees and grasses and grading the land on the upland portion of the property;
- Seventy-nine (79) single detached one and two storey residential dwellings on the southeast part of the property (Dillon 2019:5);
- Four (4), four-storey condominium buildings (known as Allora Condos, see Figure 26) on the north eastern block of the property;
- Two (2) parks; and,
- Open space on land that slopes down to the River and the floodplain.



Figure 26: Concept drawing for an Allora Condo building.

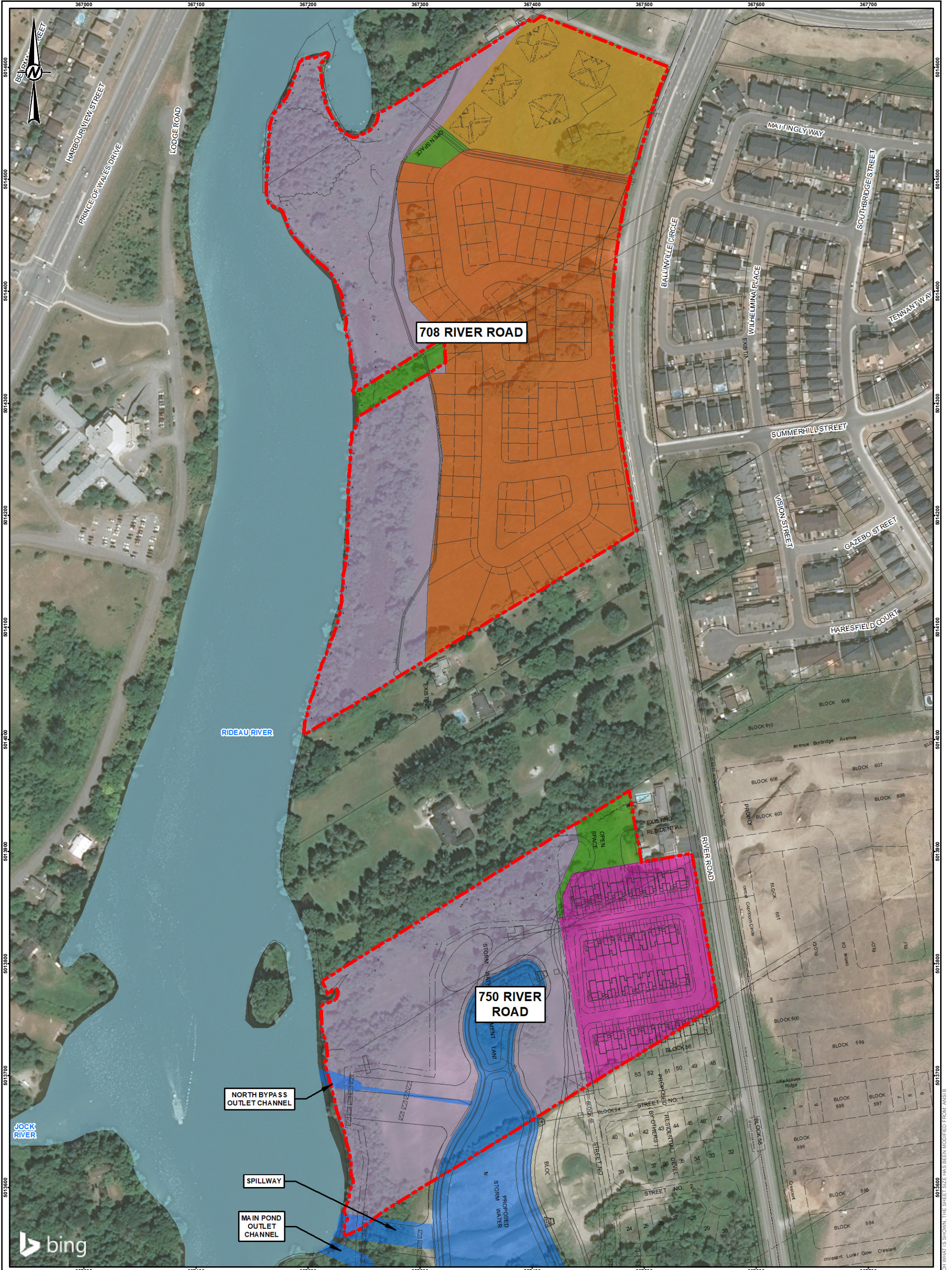
7.1.2 750 River Road

750 River Road is proposed for residential use, a park, open space, and a stormwater management pond (APPENDIX A and Figure 27). The development will include:

- Fifty-five (55) two-storey townhouse dwelling units on the eastern half of the property; and,
- A park near the north edge of the property.

The stormwater management pond currently under construction on the property is not part of this development application.¹

¹ A permit to alter a waterway under Section 28 of the Conservation Authorities Act has been obtained from the Rideau Valley Conservation Authority, and recommendations for tree and vegetation conservation and replacement around the stormwater management pond were developed in Section 6.2 of Stantec's 2017 Environmental Impact Study.



LEGEND

- STUDY AREA
- PROPOSED 1 AND 2 STOREY DETACHED HOUSE DEVELOPMENT
- PROPOSED 2 STOREY TOWNHOUSE DEVELOPMENT
- PROPOSED 4 STOREY DEVELOPMENT
- PROPOSED OPEN SPACE
- PROPOSED PARKLAND
- PROPOSED STORMWATER MANAGEMENT LANDS
- WATERBODY

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. DEVELOPMENT PLAN PROVIDED BY CLIENT IN CAD FORMAT, DRAWING TITLED: "11-21-18 DRAFT PLAN OF SUBDIVISION.DWG".
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2018
3. SERVICE LAYER CREDITS: © 2019 MICROSOFT CORPORATION © 2019 DIGITALGLOBE © CNES (2019) DISTRIBUTION AIRBUS DS
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: MTM ZONE 9, VERTICAL DATUM: CGVD28

CLIENT
URBANDALE CORPORATION

CONSULTANT

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REVIEWED	HC
APPROVED	BD

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PROJECT
CULTURAL HERITAGE IMPACT STATEMENT, 708 AND 750 RIVER ROAD, CITY OF OTTAWA, ONTARIO

TITLE
PROPOSED DEVELOPMENT ON 708 AND 750 RIVER ROAD

PROJECT NO.	CONTROL	REV.	FIGURE
19125897	0001	0	27

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM A4 (150x210mm) TO A3 (210x297mm)

7.2 Impact Assessment

When determining the effects, a development or site alteration may have on known or identified built heritage resources or cultural heritage landscapes, the MTCS *Heritage Resources in the Land Use Planning Process* advises that the following direct and indirect adverse impacts be considered:

- Direct impacts:
 - *Destruction* of any, or part of any, significant heritage attributes, or features; and
 - *Alteration* that is not sympathetic or is incompatible, with the historic fabric and appearance.
- Indirect Impacts:
 - *Shadows* created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
 - *Isolation* of a heritage attribute from its surrounding environment, context or a significant relationship;
 - *Direct or indirect obstruction* of significant views or vistas within, from, or of built and natural features; or
 - *A change in land use* such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces.

Although the MTCS *Heritage Resources in the Land Use Planning Process* identifies types of impact, it does not advise on how to describe its nature or extent. For this the MTCS *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1990:8) provides criteria of:

- Magnitude (amount of physical alteration or destruction that can be expected);
- Severity (the irreversibility or reversibility of an impact);
- Duration (the length of time an adverse impact persists);
- Frequency (the number of times an impact can be expected);
- Range (the spatial distribution, widespread or site specific, of an adverse impact); and
- Diversity (the number of different kinds of activities to affect a heritage resource).

Since the MTCS *Guideline* guidance, nor any other Canadian source of guidance, does not include advice to describe magnitude, the ranking provided in the UK Highways Agency *Design Manual for Roads and Bridges* [DMRB]: *Volume 11*, HA 208/07 (2007: A6/11) is used here. Despite its title, the DMRB provides a general methodology for measuring the nature and extent of impact to cultural resources in urban and rural contexts and is the only assessment method to be published by a UK government department (Bond & Worthing 2016:167). Similar ranking systems have been adopted by agencies across the world, such as the International Council on Monuments and Sites (ICOMOS 2011), the Irish Environmental Protection Agency (reproduced in Kalman 2014:286), and New Zealand Transport Agency (2015).

The DMRB impact assessment ranking is:

- Major
 - Change to key historic building elements, such that the resource is totally altered. Comprehensive changes to the setting.

- Moderate
 - Change to many key historic building elements, such that the resource is significantly modified.
 - Changes to the setting of an historic building, such that it is significantly modified.
- Minor
 - Change to key historic building elements, such that the asset is slightly different.
 - Change to the setting of an historic building, such that it is noticeably changed.
- Negligible
 - Slight changes to historic building elements or setting that hardly affect it.
- No impact
 - No change to fabric or setting.

An assessment of impacts resulting from the proposed development on the character-defining elements of the adjacent Rideau Canal is presented for 708 River Road in Table 2 and for 750 River Road in Table 3.

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Table 2: Assessment of direct & indirect adverse impacts to the Rideau Canal adjacent to 708 River Road

Rideau Canal Character-defining Element	Impact Assessment	Conservation or Mitigation Measures
<i>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.</i>	There will be no adverse direct (destruction or alteration) or indirect (shadows, isolation, direct or indirect obstruction, change in land use, or land disturbance) impacts to this character-defining element from the proposed development at 708 River Road. All construction activity and permanent development will be limited to the upland section of the property which is over 60 m from the edge of the Rideau Canal and beyond the 30-m buffer zone.	None recommended.
<i>The canal bed and its subdivision into lockstations.</i>	There will be no adverse direct (destruction or alteration) or indirect (shadows, isolation, direct or indirect obstruction, change in land use or disturbance) impacts to this character-defining element from the proposed development at 708 River Road. All construction activity and permanent development will be limited to the upland section of the property, which is over 60 m from the edge of the Rideau Canal and beyond the 30-m buffer zone. Also, the nearest lock station (Lock 14) and Level 1 heritage resources are approximately 1.25 km south of this property.	None recommended.
<i>The landscape character through views of the natural corridor along the Rideau Canal.</i>	There will be no adverse direct (destruction or alteration) or indirect (shadows, isolation, direct or indirect obstruction, change in land use or land disturbance) impacts to this character-defining element from the proposed development at 708 River Road. Although there will be an alteration to views of the natural corridor along the canal to beyond the 30-m buffer zone, the proposed condominiums are limited to four storeys in height and expected to result in a negligible level of change to existing conditions. This change is considered neutral, rather than negative, impact.	None recommended.

Table 3: Assessment of direct & indirect adverse impacts to the Rideau Canal adjacent to 750 River Road

Rideau Canal Character-defining Element	Impact Assessment	Conservation or Mitigation Measures
<p><i>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.</i></p>	<p>There will be no adverse direct (destruction or alteration) or indirect (shadows, isolation, direct or indirect obstruction, change in land use or land disturbance) impacts to this character-defining element from the proposed development at 750 River Road. All construction activity and permanent development will be limited to the upland section of the property which is over 150 m from the edge of the Rideau Canal and beyond the 30-m buffer zone.</p>	<p>None required.</p>
<p><i>The canal bed and its subdivision into lock stations.</i></p>	<p>There will be no adverse direct (destruction or alteration) or indirect (shadows, isolation, direct or indirect obstruction, change in land use or land disturbance) impacts to this character-defining element from the proposed development at 750 River Road. All construction activity and permanent development will be limited to the upland section of the property which is over 150 m from the edge of the Rideau Canal and beyond the 30-m buffer zone. The nearest lock station (Lock 14) and Level 1 heritage resources are approximately 1.0 km south of this property.</p>	<p>None required.</p>
<p><i>The landscape character through views of the natural corridor along the Rideau Canal.</i></p>	<p>There will be no adverse direct (destruction or alteration) or indirect (shadows, isolation, direct or indirect obstruction, change in land use or land disturbance) impacts to this character-defining element from the proposed development at 750 River Road. There is unlikely to be an alteration to views of the natural corridor along the canal as the proposed development is beyond the 30-m buffer zone, and the proposed buildings are limited to two storeys in height.</p>	<p>None required.</p>

7.2.1 Results of Impact Assessment

Impact assessment for this CHIS has found that:

- There will be no adverse direct or indirect impacts to the Rideau Canal's character-defining elements adjacent to 708 or 750 River Road
- There will be no adverse direct or indirect impacts to the naturalized 30 m buffer zone along the edge of the Rideau Canal on 708 River Road or 750 River Road
- The four-storey condominium buildings proposed for 708 River Road will not adversely alter the landscape character of the Rideau Canal in the area extending beyond the 30-m buffer zone.

8.0 SUMMARY STATEMENT & RECOMMENDATIONS

In July 2019, Urbandale retained Golder to conduct a CHIS for the vacant lots at 708 River Road (13.5 ha) and 750 River Road (7.5 ha) in the City. These properties are adjacent to the Rideau Canal and separated by five residential properties on River Road.

For 708 River Road, Urbandale is proposing a subdivision of seventy-nine (79) one-and-two-storey detached houses and four (4) four-storey condominiums, while for 750 River Road a subdivision with fifty-five (55) two-storey, townhouse units is proposed. These plans are informed by the City's Riverside South Community Design Plan and part of Phase 12 of the overall Riverside South Development. Since these properties are adjacent to the Rideau Canal UNESCO World Heritage Site, National Historic Site of Canada (NHSC), and Canadian Heritage River, the City of Ottawa requires a CHIS as part of development approval for these properties.

Following guidance produced by the City, the Ministry of Tourism, Culture and Sport (MTCS), and Canada's Historic Places, this CHIS includes a background on the purpose and requirements of a CHIS, an overview of each property's geographic and historical context, and an outline of the cultural heritage significance and character-defining elements of the Rideau Canal. It also describes the proposed development and assesses the potential impacts to the Rideau Canal's character-defining elements and provides recommendations for future action.

This CHIS concludes that:

- There will be no adverse direct or indirect impacts to the Rideau Canal's character-defining elements adjacent to 708 or 750 River Road
- There will be no adverse direct or indirect impacts to the naturalized 30 m buffer zone along the edge of the Rideau Canal on 708 River Road or 750 River Road
- The four-storey condominium buildings proposed for 708 River Road will not adversely alter the landscape character of the Rideau Canal in the area extending beyond the 30-m buffer zone.

Golder therefore recommends that:

- No mitigation measures be required and that the development be approved as proposed.

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Signature Page

We trust that this report meets your current needs. If you have any questions, or if we may be of further assistance, please contact the undersigned.

Golder Associates Ltd.



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Senior Cultural Heritage Specialist/ Archaeologist



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Associate, Senior Archaeologist

BH/HJD/HC/BD/ca

[https://golderassociates.sharepoint.com/sites/111451/project files/6 deliverables/19125897-1000 august 29 2019 \(final\) urbandale 708&750 river rd ottawa chis.docx](https://golderassociates.sharepoint.com/sites/111451/project%20files/6%20deliverables/19125897-1000%20august%2029%202019%20(final)%20urbandale%20708&750%20river%20rd%20ottawa%20chis.docx)

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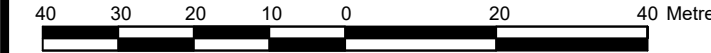
APPENDIX A

Draft Plan of Subdivision

**DRAFT PLAN OF SUBDIVISION OF
PART OF LOTS 20, 21 AND 22
AND
PART OF THE ROAD ALLOWANCE
BETWEEN LOTS 20 AND 21
(Closed by By-Law 2008-244, Inst. OC1049346)
BROKEN FRONT CONCESSION (RIDEAU FRONT)
Geographic Township of Gloucester
CITY OF OTTAWA**

Prepared by Annis, O'Sullivan, Vollebek Ltd.

Scale 1 : 1000



Metric
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:
The boundaries of the lands to be subdivided and their relationship to
adjoining lands have been accurately and correctly shown.

Date: _____
Andre Roy
ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE

This is to certify that I am the owner / agent of the lands to be subdivided and that
this plan was prepared in accordance with my instructions.

Date: _____
Marcel Desormeaux
Vice President of Land Development
Urbantale Corporation
I have the authority to bind the corporation

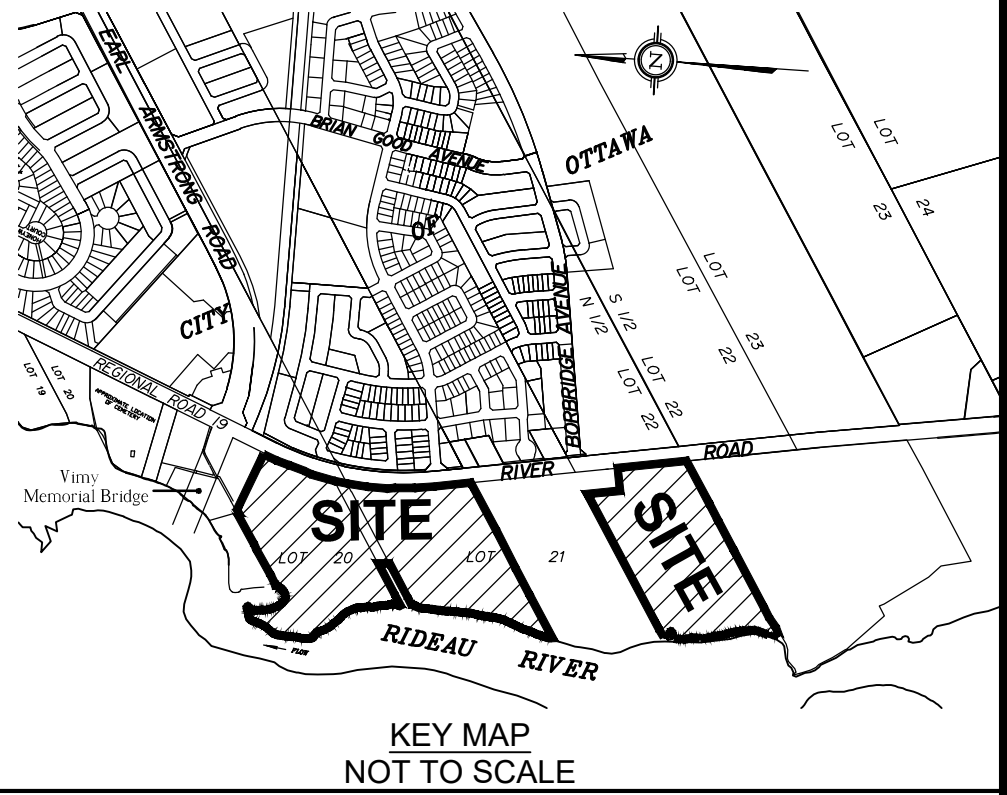
**ADDITIONAL INFORMATION REQUIRED UNDER
SECTION 51-17 OF THE PLANNING ACT**

- (a) see plan
- (b) see plan
- (c) see plan
- (d) single and multi-family residential housing, open space and storm water management lands
- (e) see plan
- (f) see plan
- (g) see plan
- (h) City of Ottawa
- (i) see soils report
- (j) see plan
- (k) sanitary, storm sewers, municipal water, bell, hydro, cable and gas to be available
- (l) see plan

SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED _____

THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT.
THIS _____ DAY OF _____ 20____

DON HERVEYER, MCFP RFP, MANAGER
DEVELOPMENT REVIEW SOUTH
PLANNING, INFRASTRUCTURE AND ECONOMIC
DEVELOPMENT DEPARTMENT, CITY OF OTTAWA





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