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# *Heritage Impact Assessment:*

## *3930 and 3960 Riverside Drive, Ottawa, ON*

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### **Submitted by:**

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# 1 Introduction

## 1.1 Introduction

The City of Ottawa has requested a Heritage Impact Assessment (HIA) prepared by a qualified heritage consultant to examine a mixed residential development application (Zoning By-law Amendment and Plan of Subdivision) at 3930 and 3960 Riverside Drive. The HIA considers potential effects of the development led by Taggart Realty Management (Taggart) on identified cultural heritage resources. The heritage resource considered in this Heritage Impact Assessment is the Rideau Canal National Historic Site of Canada and World Heritage Site.<sup>1</sup> The HIA is authored by Julie Harris<sup>2</sup>, Professional Member, Canadian Association of Heritage Professionals.

The development property is about 8 ha in size (Figure 1). Its irregular-shaped boundaries include a segment set back about 50 m from the Rideau River and a larger portion that extends down to the river that will be part of 1.9 ha of Environmental Lands that will be transferred to the City of Ottawa. The development application calls for the construction of four apartment buildings, 24 single homes, and 53 townhomes. The apartment buildings will be 9, 11, 14 and 17 floors high, with the tallest building set furthest from the Rideau River on the east side of the parcel. The subdivision will be accessed from Riverside Drive.

Due to the project's location, this HIA addresses the potential impact of the development on the Rideau Canal National Historic Site of Canada and World Heritage Site, which includes the Rideau River.

## 1.2 Present Owner and Contact Information

- Owner: St. Mary's Lands Corporation c/o Taggart Realty Management
- Contact Information

Kyle Kazda, Development Manager  
Taggart Realty Management  
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## 1.3 Planning Application

The lands are currently zoned "General Mixed-Use, Subzone 1, Exception 1719, subject to Schedule 251, Maximum Height 137 above sea level (GM1[1719] S251 H(137 A.S.L.))" in the City's comprehensive Zoning By-law. Exception 1719 was introduced through the previous Zoning By-law Amendment (By-law 2010-19) and amended in 2018 and contains site-specific provisions relating to the development of the lands.

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

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

The proposed Zoning By-law Amendment seeks to rezone the northern portion of the lands to “Residential Third Density, Subzone Z (R3Z)” to permit the development of the townhouse and detached dwellings, to remove Schedule 251, to add a new height schedule for the apartment blocks to permit heights consistent with the Airport Zoning Regulations, to amend the provisions the GM1 subzone to permit high-rise apartments to utilize the full floor space index. The proposed zoning by-law amendments would facilitate the redevelopment of the subject lands in conformity with the Official Plan.

A Plan of Subdivision is required to subdivide the lands into separate blocks and support the proposed development. It would create 51 new blocks for single-detached dwellings, townhouse dwellings, a mid-rise apartment building, high-rise apartment buildings, parklands, environmental lands, a new public street and a road widening. The site would be accessed through a new roadway connection to Riverside Drive.

## 1.4 Development Site

The development site located on the northwest corner of Hunt Club Road and Riverside Drive is about 8 ha in size and irregular in shape. The north side abuts Riverwood Park, which is a natural treed area, and Upland Riverside Park, containing a sports field and play areas. Beyond this is the Quinterra low-rise subdivision. Other nearby properties include a gas station on the southwest corner of Hunt Club Road and Riverside Drive and a shopping plaza on the southeast corner, with airport lands below. The Hunt Club Golf and Country Club is located across Riverside Drive to the east of the site.

The west edge of the development parcel slopes from east to west down towards the Rideau River. The south side of the property includes a small stretch of 89 m along Hunt Club Road. The east edge of the property has frontage of 284 m along Riverside Drive. The site consists of uneven terrain with sparse shrubs and young trees.

## 1.5 Sources

The following documents were used in the preparation of this report, including a set of materials prepared for a previous plan for the subdivision in 2018.

- Parks Canada, *Rideau Corridor Landscape Strategy: Landscape Character Assessment & Planning and Management Recommendations*, [2012]
- Parks Canada, *Rideau Canal World Heritage Site Management Plan*, 2005
- Parks Canada, *Rideau Canal National Historic Site of Canada Management Plan*, 2005
- City of Ottawa, *Official Plan*, 2022
- Hobin Architects/Taggart Realty Management, Hunt Club Rd. –Riverside Dr. Site Study. Mixed Residential Study. 12 December 2022.
- Hobin Architects/Taggart Realty Management, Hunt Club Rd. –Riverside Dr. 3-D Views. 10 November 2022.
- Ministry of Municipal Affairs and Housing, *Provincial Policy Statement, 2020*
- Rhoda Bellamy, *Landscapes and Cultural Heritage: The Hunt Club Community, Ottawa, Ontario*, April 1998. Online at: <http://web.ncf.ca/bf250/bellamy.html>.
- Golder Associates Ltd., *Report on Phase One Environmental Site Assessment Proposed Development at Riverside Drive and Hunt Club Road*, revised from 2017, submitted to Taggart Realty Management, December 2022.
- Taggart Realty Management / Hobin Architects, *Hunt Club Rd. – Riverside Dr. Site Study*, 08 March 2018.

## 1.6 Concise Description of Context

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

The development site is located adjacent to the Rideau River, which is used as a channel for the Rideau Canal in this section of the canal. The site is visible along Riverside Drive and from Hunt Club Bridge looking northeast (Figure 2). The towers of the development will be visible in all seasons from the Rideau River. The homes on the north half of the development along the edge of the hill above the Rideau River will also be visible, but will be less visually intrusive due to the low height.

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

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

The area within which the development site is located was characterized as "Land Potentially Visible from the Rideau Canal" (Figure 3). It is located above a wooded area in a section of the river on either side of Hunt Club Bridge that narrows to be about 80 m (Figure 4).

## 1.7 Relevant Information from Council Approved Documents

### 1.7.1 Ottawa *Official Plan* 2022 (Section 4.6 Cultural Heritage Resources)

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Vol. 1 of the *Official Plan* (OP) 2022 of the City of Ottawa states in Section 4.5.2 that the "Development including or adjacent to these sites [Rideau Canal National Historic Site and World Heritage Site] shall have regard for their cultural heritage value." When reviewing development applications, the City will consider "Elements of the built form, including height, scale and massing, of such development shall ensure that the defined cultural heritage value and attributes of the property or HCD will be conserved, while balancing the intensification objectives outlined throughout this Plan."<sup>4</sup>

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

<sup>4</sup> The subject property is well outside the boundaries of the Rideau Canal Special District outlined in the City of Ottawa's *Official Plan* (2022).

## 1.8 Provincial Guidance

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

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

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

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

## 1.9 Rideau Canal

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

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

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

The Management Plan also states that

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

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

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

The designation of the Rideau Canal as a World Heritage Site included the provision of a buffer zone, restricting development to a minimum of 30 m from the high-water mark. The 30 m setback was endorsed for the World Heritage Site because it helps protect the visual setting

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

of the canal as well its natural environment. All structures on the western edge of the St. Mary's Riverside Development are 45 m or more from the river's edge (and the edge appears to be very close to what is the high-river mark in this section of the Rideau River.)

### 1.10 Directly Affected Cultural Heritage Attributes

The development site does not contain any cultural heritage resources designated under provisions of the City of Ottawa's Heritage Register. Based on a site visit on 1 March 2018 and research conducted for the HIA, it appears that no potential cultural heritage resources were missed in previous surveys.

The west development site boundary measures 258.5 m and is located adjacent to the Rideau Canal World Heritage Site and Rideau Canal National Historic Site of Canada. The following attributes of the Rideau are directly affected by the proposed development.

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

## 2 Site Development History

The site development for the St. Mary's Riverside Project is largely drawn from the *Phase One ESA – Proposed Development at Riverside Drive and Hunt Club Road, Ottawa, Ontario* prepared by Golder Associates Ltd. in 2017 for Taggart Realty Management.

### 2.1 Early Site History: Land Use, 1850s to 1950s

The property located on Rideau Front of Gloucester Township, Lot 5, Concession 2, was purposed by William Upton from William Little c 1858.<sup>6</sup> Upton expanded his land holdings into a large mixed farm of 215 acres called Grove Land that he operated until his death in 1893 (Figure 5). His son sold the farm, which was known for its sandy lands near the river, in 1907, with most of the land being purchased by the Ottawa Hunt Club that was later transformed into the Hunt Club Golf and Country Club. River Road (which became Riverside Drive) bisected the property.<sup>7</sup>

The City of Ottawa Historic Land Use Inventory (HLUI) shows that the operation of the sand and gravel pit – the first use of the development site after farming ended – began in 1912.<sup>8</sup> In 1930, the southern portion of the site was mainly occupied by two sand and gravel pits (Figure 6). Another sand and gravel pit can be seen in aerial photographs to the north, located adjacent to the site at 3860 Riverside Drive. There is a haul road – most likely constructed for the pits – situated in line with Hunt Club Road further south. The land between the site and the Rideau River to the west is mostly forested. Trees in this area continue to grow denser until present day.

The sand and gravel pits located on the southern portion of the site expanded by 1945 and occupied most of the land. The gravel pits located to the north also expanded into the northern section of the site, which was mostly vacant.

In 1956, another sand and gravel pit was excavated about 180 m north of the site, while the on-site sand and gravel pits continue to expand to the east (Figure 7). Some residential houses were built to the west of the Rideau River. By 1965, the sand and gravel pits located at the northern portion of the site and the pit immediately north, adjacent to the site, merged into one. The northern property at 3860 Riverside Drive was being backfilled and a commercial or residential building appeared on land southeast of the site.

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

### 2.2 Recent History: Land Use from 1981 to 2016

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<sup>6</sup> Rhoda Bellamy, *Landscapes and Cultural Heritage: The Hunt Club Community, Ottawa, Ontario*, April 1998, online at: <http://web.ncf.ca/bf250/bellamy.html#sectionA>.

<sup>7</sup> William Upton was a very prominent resident of Gloucester Township. His diary is held by the Library and Archives Canada (not reviewed) and other material, including a photograph of his farm, is held by the Bytown Museum and City of Ottawa Archives.

<sup>8</sup> This history of the property is based on information provided in Golder Associates Ltd., *Report on Phase One Environmental Site Assessment Proposed Development at Riverside Drive and Hunt Club Road*, submitted to Taggart Realty Management, February 2017, supplemented by reliable online information and images, including maps and air photographs.

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

Kimberwick Crescent was constructed to the north of the property in 1985 (Figure 8). Around this time, Hunt Club Road was extended to the west and the Hunt Club Bridge was constructed southwest of the site.



### 3 Heritage Value Statements

The following documents outline the heritage attributes (called ‘character defining elements’ or ‘heritage resources’ in federal contexts) of the Rideau Canal and Rideau River. Excerpts from each of the texts are included as Appendix 1: Heritage Value Texts.

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

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

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

## 4 Description of Proposed Development

### 4.1 Organization

Its irregular-shaped boundaries of the lands located at 3930 and 3960 Riverside Drive and Hunt Club Road proposed for development include a segment set back about 50 m from the Rideau River that is the focus of the development, and a panhandle-shaped portion of 1.9 ha that extends down to the river that will be part of the Environmental Lands to be transferred to the City (Figure 1 and Figure 9).

The development project calls for the construction of four apartment buildings, 24 single homes, and 53 townhomes. The apartment buildings will be 9, 11, 14 and 17 floors high, with the tallest building set furthest from the Rideau River on the east side of the parcel (Figure 10). The subdivision will be accessed by a main access road off of Riverside Drive. Three sets of four townhomes and a set of five singles (out of a total of 24) are laid out along the ridge, with a 9-storey apartment building on the south corner near Hunt Club (Figure 11). The centre of the site will be filled in by the remaining townhomes and singles.

### 4.2 Design

The development application does not include full designs for the project's buildings or landscaping, but the general shape and relative scales of the component buildings are shown in a set of 3-D models (Figure 11, Figure 12, Figure 13 and Figure 14). Each apartment building is set on multi-storey (4, 5 or 6) podium surmounted by a tower, with penthouse levels stepped to stay below the angled Ottawa Airport Authority height-plane restriction. The configuration of the buildings, with half of each tower block set lower than the other half, also helps break up of the massing of each structure. The two buildings closest to Hunt Club taking full advantage of their southern elevations by leaving a large portion of the top level of each podium unencumbered by a tower. They could be used, potentially, as amenity spaces or for greened roofs (Figure 11).

## 5 Impact of Proposed Development

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

### 5.1 General impacts

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

Type of Impact	Comment
Obstruction of views (to the Rideau River)	The proposed development will not obstruct any existing views of the Rideau River from two public roads – Riverside Drive and Hunt Club Road.
Obstruction of views (from the Rideau River)	The foreground of the view from the Rideau River will continue to be the wooded areas along the shore line. The buildings will be visible from the river and the Hunt Club Bridge. They will mark the entrance to an increasingly urban environment along the river leading into Ottawa.
Change in land use	The land use will change from a sand and gravel pit that has revegetated over time into a residential development. The change in use will have no impact on the heritage values of the Rideau Canal National Historic Site of Canada/World Heritage Site.
Respecting massing, profile and character	The development will be the first set of buildings that are higher than two or three stories in the approach towards the river, but the development is set back from the river between 50 and 80 m.
Established setback	The proposed development is set back from the river between 50 and 80 m.
Heritage qualities of the street as a public place	The Rideau River is the “public place” affected by the proposed development. This section of the Rideau River has already been affected by the construction of the Hunt Club Bridge. While the buildings will be set back at least 45 m and up to 80 m from the river bank, the upper floors of the apartment buildings will be visible above the tree canopy. However, the development will control site surface-water run-off which is a common cause of slope and river bank erosion along the Rideau River. The developer also proposed to convey .44 ha of GM1 zoned land along the western edge of the site to the City of Ottawa, to add to the existing open space system which extends along the bank of the Rideau River. This conveyed land will be planted with native vegetative species and be congruent with the adjacent

Minimizing loss of landscaped open space

Sympathetic contemporary design and harmony with existing architectural forms and materials

Environmentally Protected lands.

No landscaped open space is lost.

The ‘architectural forms and materials’ of the heritage property (the Rideau River) consist of natural elements – water, trees and rock. No information has been provided about the exterior cladding and overall designs of the apartment buildings in the development that will become the most visually prominent elements in the landscape.

## 5.2 Impacts on Heritage Attributes

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

Attribute	Comment
<ul style="list-style-type: none"> <li>Evidence of the relationship between Canal construction and the natural environment (Parks Canada documents)</li> </ul>	<p>The natural course of the Rideau River and the topography of its shorelines will not be affected by the development. The buildings will be located at the top of a slope with setbacks of 50 to 80 m. The natural environment will remain intact.</p>
<ul style="list-style-type: none"> <li>The waterway’s ecosystem features form an integral part of the history and natural landscape of the Rideau (Parks Canada documents)</li> </ul>	<p>The setbacks and location of the development at the top of the slope with stormwater collected within the city’s stormwater system will protect ecosystems.</p>

## 5.3 Positive heritage impacts

The proposed development, in the construction of the buildings and roads, will have no positive heritage impact on the heritage attributes and values of Rideau Canal National Historic Site of Canada and World Heritage Site.

The developer also proposes to convey 0.44 ha of GM1 zoned land along the development parcel’s western edge to the City of Ottawa, to add to the existing open space system which extends along the bank of the Rideau River. This conveyed land will be planted with native vegetative species and will be congruent with the adjacent Environmentally Protected lands. The conveyance and planting would improve the appearance and ecological health of the slope down to the Rideau River and support a complementary public use to further appreciation of the Rideau Canal National Historic Site and World Heritage Site.

## 5.4 Adverse heritage impacts

The cluster of apartment buildings will be a highly visible landmark at the intersection of Hunt Club Road and Riverside Drive looking over the Hunt Club Bridge. While the development will not affect the shorelines and treed area along the east bank of the river, the development is contributing to the encroachment of the urban landscape on natural features

that provide evidence of the relationship between the Rideau Canal's construction and its natural environment.

## 5.5 Alternatives and Mitigation Strategies

### 5.5.1 Alternatives

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The development is sympathetic to the site's heritage conditions in having town homes and single homes occupy most of the ridge above the river, and placing the apartment towers along the edges next to Hunt Club Road and Riverside Drive, with the shortest tower closest to the Rideau River. A major reduction in the size of the development to pull buildings back substantially from the shoreline of the Rideau River would benefit the cultural heritage landscape of the Rideau Canal National Historic Site and World Heritage Site, but the existing zoning of the land allows for the type of development proposed for the lands.

## 5.6 Mitigation

The proposed development will be designed by an architectural firm – Hobin Architecture – that is sensitive to heritage opportunities. While the designs and finishes of the buildings are not fully developed, it can be and should be expected that the project will lead to a harmonious set of buildings that will draw inspiration from the natural environment and draw attention to the Rideau River valley below.

All signage, including promotional signage and especially lighted signs, should be designed to be obscured or invisible from the river and multi-use pathway.

## 6 Conclusion

While heritage values of the Rideau Canal National Historic Site of Canada and World Heritage Site would be best-served by rewilding the lands, this option is neither contemplated by the project owners nor envisaged in the City of Ottawa's Official Plan.

Mitigation to reduce negative impacts on heritage values is built into the planning of the project as follows:

- the choice of architectural firm that will almost certainly propose a set of harmonious designs that draw inspiration from the site and natural materials
- placing low-rise town homes and single homes along the ridge above the river, and
- setting the apartment towers along the edges next to Hunt Club Road and Riverside Drive, with the shortest tower closest to the Rideau River
- conveying 0.44 acres of land adjacent to the Rideau River and Environmentally Protected lands.

# Figures

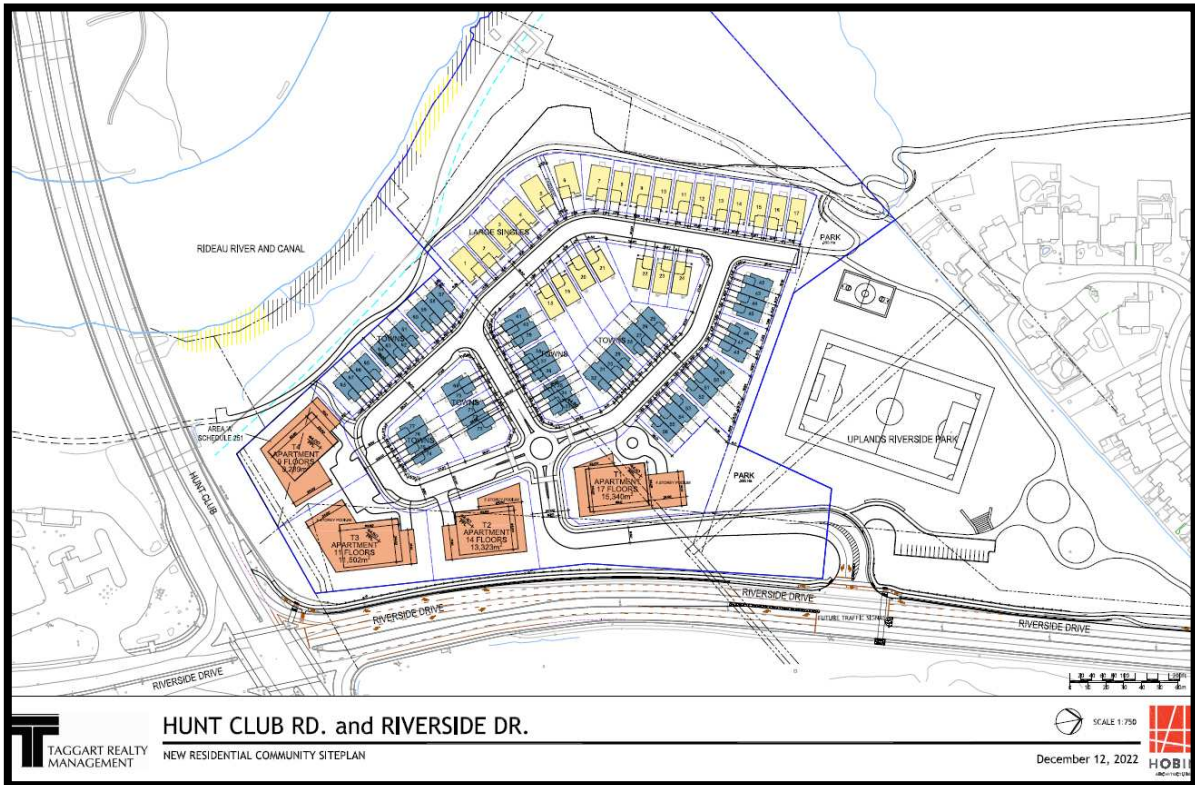


Figure 1: Hobin Architects/Taggart Realty Management, Hunt Club Rd. – Riverside Dr. Site Study. Mixed Residential Study, 12 December 2022.

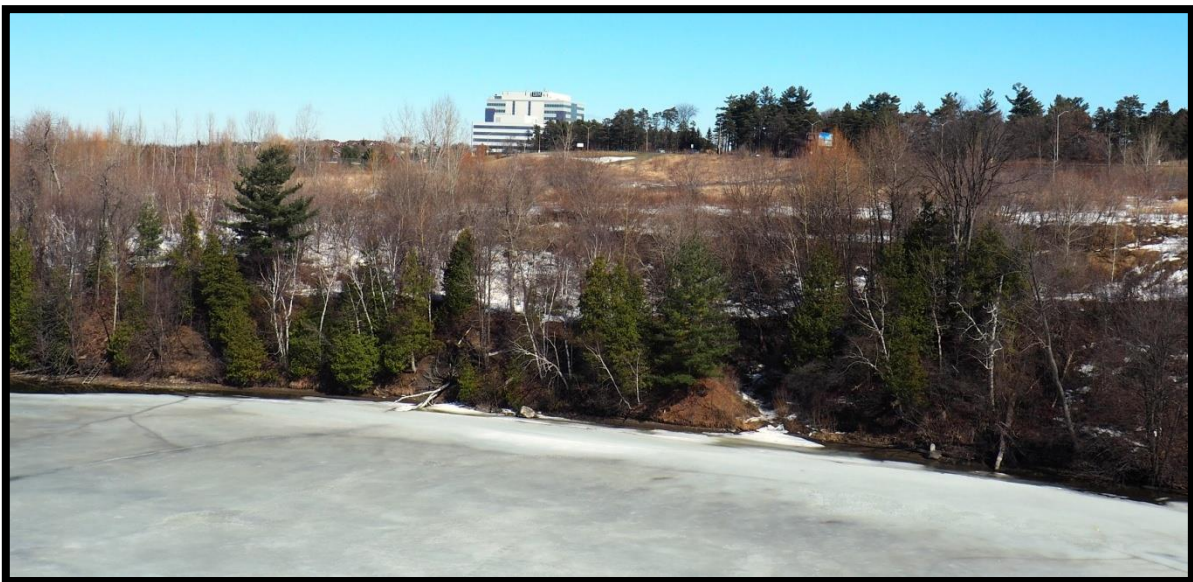


Figure 2: View of the development site as seen from the Hunt Club Bridge looking southeast, March 2018. Source: Contentworks.

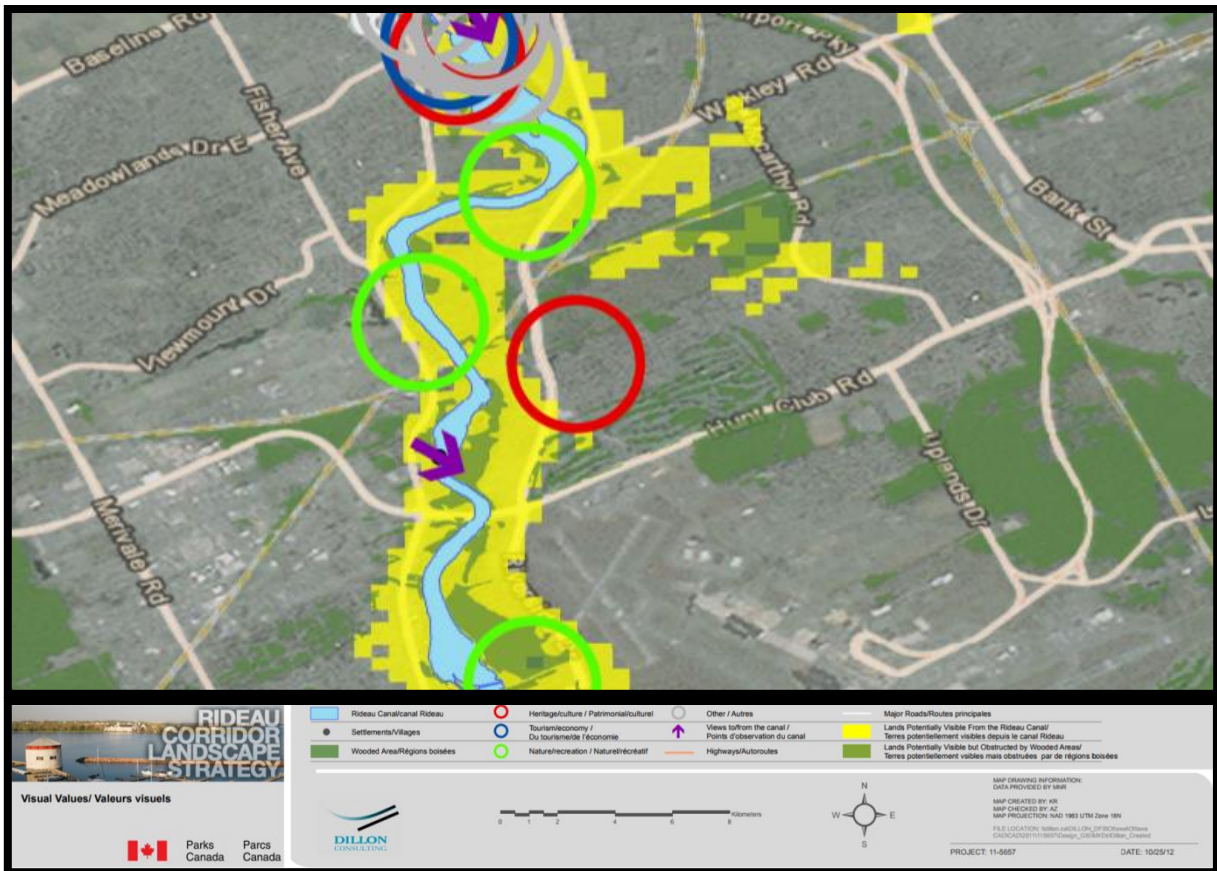


Figure 3: Visual Values from Rideau Corridor Landscape Strategy Public Consultation Maps. The subject site is located at the arrow within an area (bright yellow) characterized as “Land Potentially Visible From the Rideau Canal”, and is just south of land noted for “heritage/culture” and “nature/recreation” values. (Source: Dillon Consulting, *Appendix A: Landscape Character Area Maps*. p. 4.



Figure 4: Rideau River looking north from the Hunt Club Bridge, 1 March 2018. The development site is on the east side (right) of the river. Source: Contentworks.

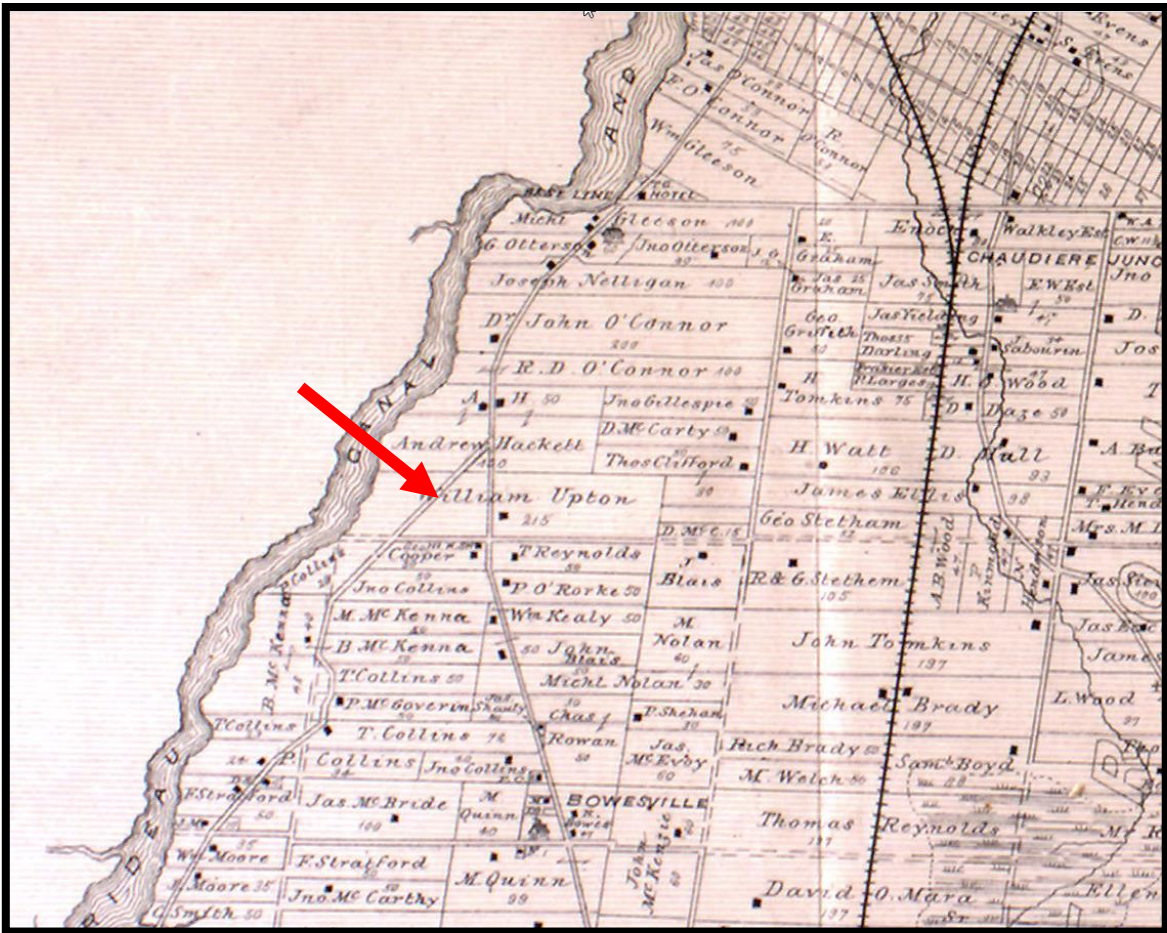


Figure 5: Detail from the Carleton County Atlas, 1879, reprinted and digitized by McGill University, 2001. Source: Online at: <https://digital.library.mcgill.ca/countyatlas/Images/Maps/TownshipMaps/car-m-gloucester.jpg>. The subject property, then owned by William Upton, is identified by the arrow.



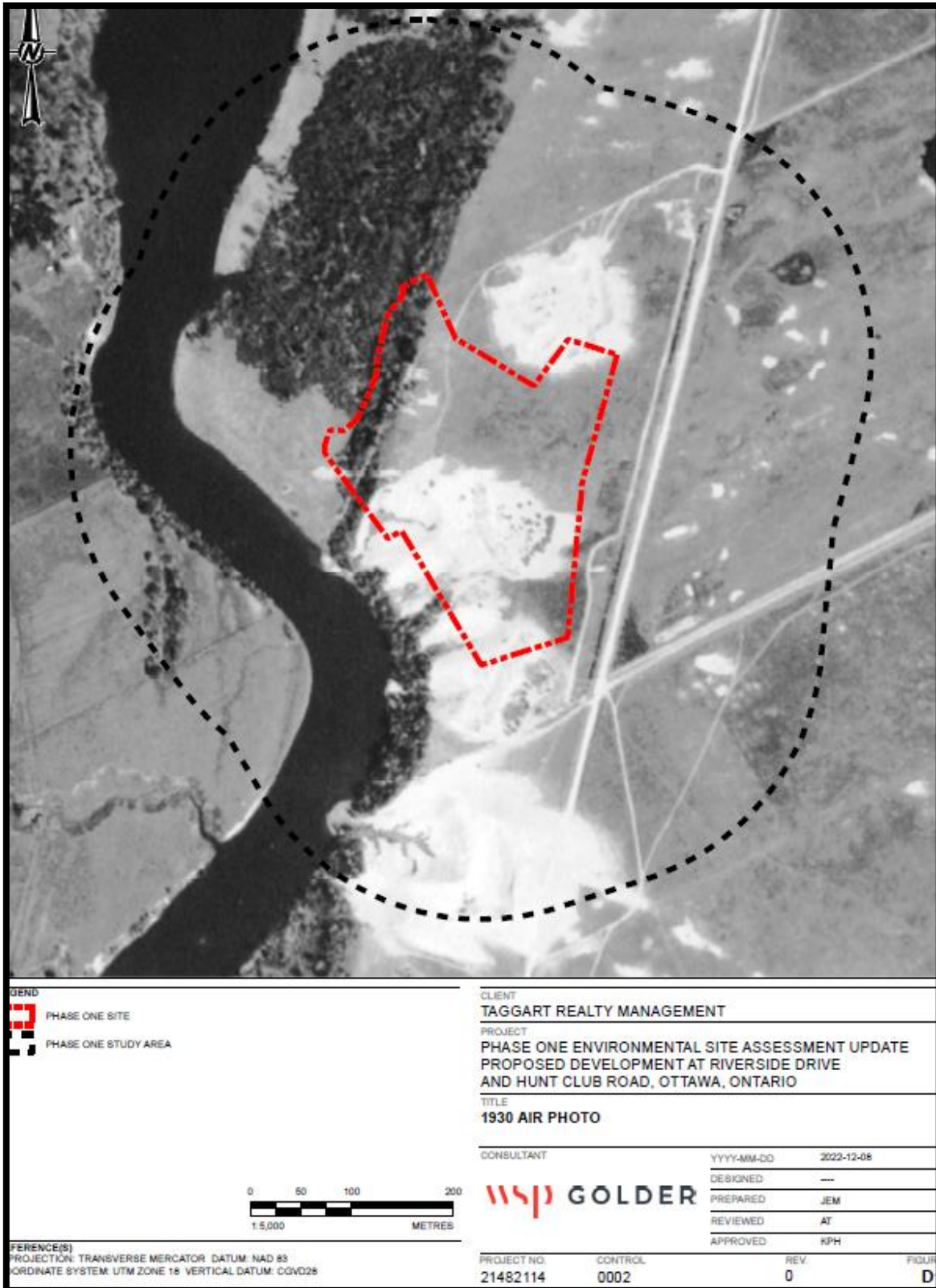


Figure 6: Aerial photograph of development site, outlined in red, 1930. (Source: Golder Associates for Taggart Management, ESA, 2022.)



Figure 7: Aerial photograph of development site, outlined in red, 1956. (Source: Golder Associates for Taggart Management, ESA, 2022.)

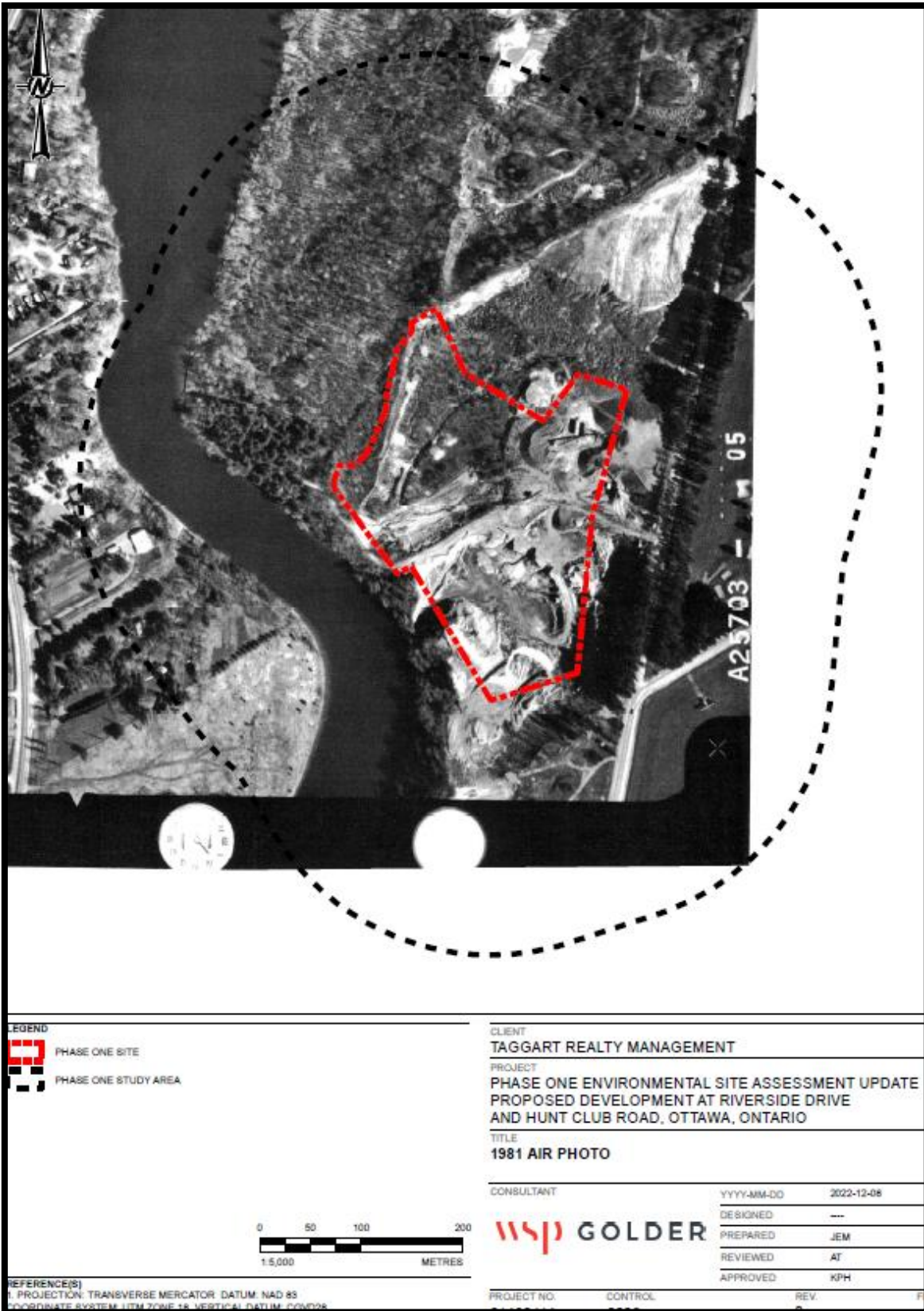


Figure 8: Aerial photograph of development site, outlined in red, 1985. (Source: Golder Associates for Taggart Management, ESA, 2022.)

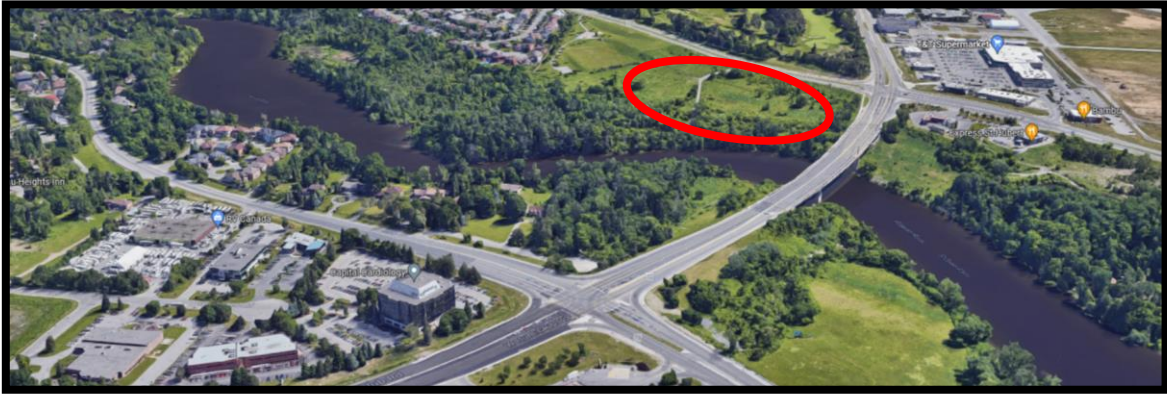


Figure 9: Oblique aerial view of the development site (circled). Source: Google maps, imagery 2022, with annotation by Contentworks.



Figure 10: View of the development site looking northwest towards the River River from the Hunt Club Bridge, April 2009. Source: Google maps.

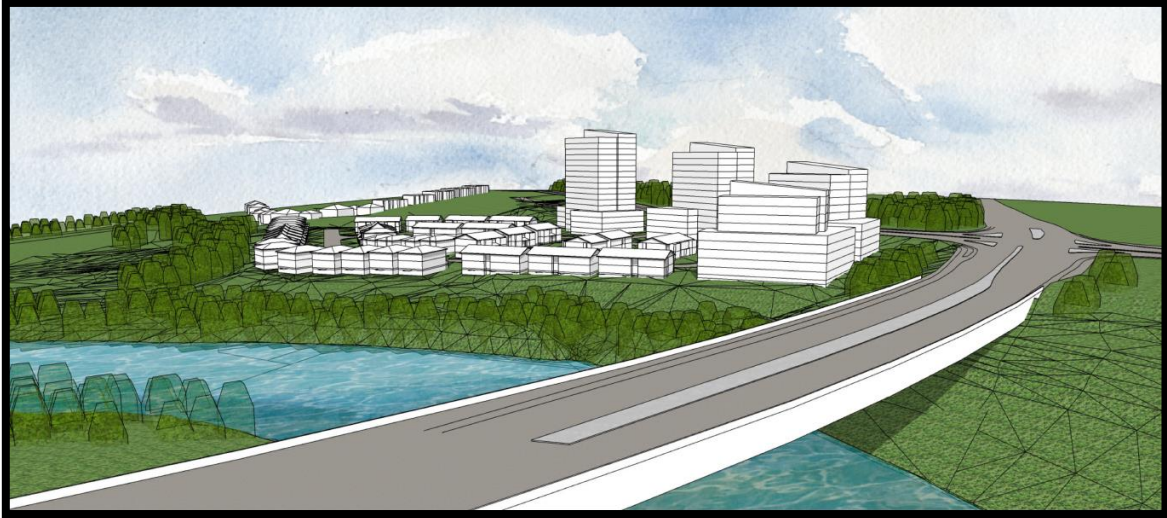


Figure 11: Model view of the proposed St. Mary's Riverside Development looking northeast from the Hunt Club Bridge. Source: Hobin Architects/Taggart Realty Management, Hunt Club Rd. – Riverside Dr., 3-D Views, 10 November 2022.

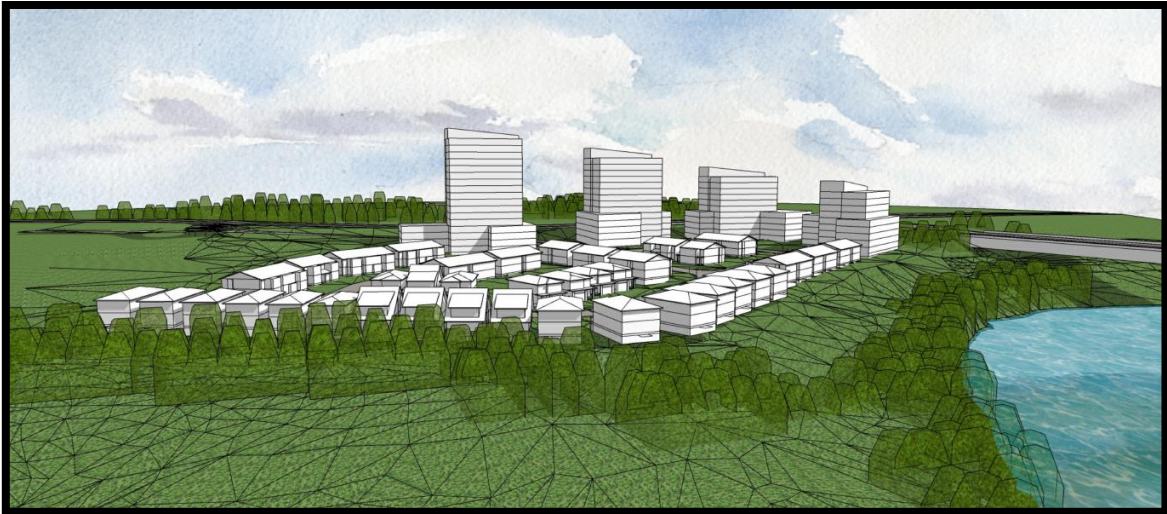


Figure 12: Model view of the proposed St. Mary's Riverside Development looking southeast towards Hunt Club Road. Source: Hobin Architects/Taggart Realty Management, Hunt Club Rd. – Riverside Dr., 3-D Views, 10 November 2022.



Figure 13: Model view of the proposed St. Mary's Riverside Development from above looking southwest towards Hunt Club Road and the Rideau River. Source: Hobin Architects/Taggart Realty Management, Hunt Club Rd. – Riverside Dr., 3-D Views, 10 November 2022.



Figure 14: Model view of the proposed St. Mary's Riverside Development looking from above towards the northwest from the intersection of Hunt Club Road and Riverside Drive. Source: Hobin Architects/Taggart Realty Management, Hunt Club Rd. – Riverside Dr., 3-D Views, 10 November 2022.

# Appendix 1: Heritage Value Texts

## Rideau Canal National Historic Site of Canada

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

### **Description of Historic Place**

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

### **Heritage Value**

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

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

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

### **Character-Defining Elements**

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

- the completeness of the cultural landscape as a longstanding system of transportation facilities including the waterway, locks, blockhouses, dams, weirs and lockstations with lockmasters' houses, associated shore lands and communities, extensive wetlands and lakes,
- the canal bed and its subdivision into lockstations,
- the original built resources, in particular, the form, craftsmanship, materials and locations of its early blockhouses, lockmasters' houses, and lockstation buildings canal walls, locks, dams and weirs,
- defensive siting, materials and functional design of blockhouses, lockmasters' houses and lockstation landscapes, and remnants such as the guardhouses at Jones Falls and Morton's Dam,
- archaeological remnants of construction including the ruin of the engineers' building, the remains of the lime kilns, the Sapper's Bridge and blacksmith shop at the Ottawa Locks, the construction camp at Newboro,
- remnants of engineering design including the canal route, walls, locks, weirs, bridges such as the remains of Ottawa's Sapper's Bridge and submerged bridge at the Jones' Falls dam, and dams (especially the stone arch dams at Long Island and Jones Falls, and the underwater site of the original dam at Merrickville), and the operational technologies including the manual operation of all locks except Newboro, Black Rapids and Smiths Falls Combined Locks,
- the wetlands and lakes created by the canal construction,
- on-going operation of the canal and all evidence of its continuous seasonal operation since 1832 (particularly the integral role of its engineering works in the sustained operation of the navigation system as witnessed by facilities at all locks except Locks 29, 30 & 31 at Smiths Falls Combined, the surviving historic layout and configuration of lockstations including their patterns of open space and circulation),

- the continuity of historic, ecological and visual associations with shore lands and communities along the route, particularly pathways, view sheds from the canal locks and channel to the central core of Ottawa between the Mackenzie King Bridge and the Ottawa River, view sheds between the canal, the fortifications, the harbour in the landscape of Kingston harbour, views from the canal shore lands and communities between Becketts Landing and Kilmarnock lockstation, along Newboro channel, at Chaffeys Locks, and at the lockstations at Davis Locks, Jones Falls, Upper and Lower Brewers and Kingston Mills.

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

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

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

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

The nominated property includes all the main elements of the original canal together with relevant later changes in the shape of watercourses, dams, bridges, fortifications, lock stations and related archaeological resources. The original plan of the canal, as well as the form of the channels, has remained intact. The Rideau Canal has fulfilled its original dynamic function as an operating waterway without interruption since its construction. Most of its lock gates and sluice valves are still operated by hand-powered winches.

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

## Rideau Corridor Cultural Landscape Study

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

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



- landscapes between Manotick and Kars
- Black Rapids Lockstation; Long Island Lockstation and stone arch dam, Nicholl's Island and view from the dam