

Rideau Canal Cultural Landscape Study Ottawa Reach

Submitted to Parks Canada, the National Capital Commission and the City of Ottawa

By Matrix Heritage

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Technical Notes

Abbreviations

B&PR	Bytown and Prescott Railway
CEF NHS	Central Experimental Farm National Historic Site of Canada
CHR	Canadian Heritage River
DPAs	Design Priority Areas
FDC	Federal District Commission
FHP	Federal Heritage Property
FHRO	Federal Heritage Review Office
FLUDTA	Federal Land Use, Design and Transaction Approval
HCDs	Heritage Conservation Districts
HMCS	His Majesty's Canadian Ship
Lt.-Col.	Lieutenant-Colonel
NAC	National Arts Centre
NCC	National Capital Commission
NCR	National Capital Region
NHS	National Historic Site of Canada
OIC	Ottawa Improvement Commission
OP	Official Plan
Ottawa Reach Study	Rideau Canal Cultural Landscape Study – Ottawa Reach
Partners	Parks Canada, the National Capital Commission, and the City of Ottawa
PPS	Provincial Planning Statement
PSPC	Public Services and Procurement Canada
UNESCO	United Nations Educational and Scientific Organization
WHS	World Heritage Site

References

The historical sections of the report drew information from primary and secondary printed and online sources, many of which are listed in the Sources section of the report. Endnotes have been limited to direct quotations or ideas attributable to specific sources.

The study was informed by on-the-ground site visits and research, as well as a public engagement program. Public engagement included roundtable meetings with community groups, businesses, tourism operators and property owners; in-person engagement kiosks in Ottawa; and an online survey that reached over 2,600 respondents.

Terminology

Capital: The report uses the term “Capital” to refer to activities and plans concerning Canada’s capital city – Ottawa – and the National Capital Region. The region spans the Ontario-Quebec border and is formally recognized as the seat of the federal government.

City: When capitalized as “City,” the term refers to the City of Ottawa as a municipal government. In lowercase, it refers to the general population of Ottawa.

Federal Heritage Property: The report uses the term “Federal Heritage Property” or “FHP” to acknowledge those federally owned buildings within the Ottawa Reach which have been recognized by the Federal Heritage Review Office as a heritage building. In May 2021, “FHP” replaced the previous term “Federal Heritage Building” or “FHB” and encompasses any property on federal lands that has at least one of the following designations:

- UNESCO World Heritage site
- national historic site
- federal heritage building
- heritage lighthouse
- heritage railway station

Geographic place names and other formal names: In most instances, unless required for clarity, this report uses current official place names and current building and street name conventions for buildings, roads, bridges, areas and neighbourhoods that have been renamed, rebuilt or were previously part of another municipality.

Organization names: This report uses current organization names, such as Parks Canada and Agriculture and Agri-Food Canada. The report also uses “NCC” to refer to the group of organizations with a mandate to plan Canada’s Capital – the Ottawa Improvement Commission (OIC) (1899-1927), Federal District Commission (FDC) (1927-1959) and National Capital Commission (NCC) (1959- present) – even though the mandates and organizational structures of the two previous organizations were distinct from the NCC as it exists today. On an as-needed basis to clarify information, the report uses the specific name of predecessor organizations.

Ottawa Reach: The Ottawa Reach refers to the northern portion of the Rideau Canal from the Ottawa River to the north edge of Mooney’s Bay, above the Hogs Back Lockstation.

Rideau Canal: The Rideau Canal National Historic Site of Canada is a 202 km waterway running through a corridor of communities from the Ottawa River to Lake Ontario, and includes the Tay Canal to Perth. The designated property includes the bed of the Canal up to the upper controlled water elevation and the lands associated with the lockstations and dams.

Rideau Canal World Heritage Site: The World Heritage Site encompasses the entire Rideau Canal, as well as the Kingston Fortifications National Historic Site and Fort Henry National Historic Site in Kingston, for a total area of 2,1454.81 hectares. The site is surrounded by a narrow buffer zone of 30 metres.

Rideau corridor: The Rideau corridor generally describes the broader setting of the Rideau Canal, including communities, roadways and landscapes along its length that are visually, historically, socially, or economically associated with the waterway.

Rideau Waterway Canadian Heritage River: The Rideau Canal, Tay Canal and Rideau River in Ottawa were together designated as the Rideau Waterway Canadian Heritage River in 2000

NCC Remarkable Trees: Trees identified by the National Capital Commission as *Remarkable Trees of Canada’s Capital* that are significant for their maturity, exceptional dimensions, vulnerability, being a remnant of an ancient ecosystem, growing on a historic site, having been planted during a cultural ceremony or event, planted by an important public or political figure, being representative of earlier horticultural practices of the area, or contributing to the structural integrity of the surrounding landscape.



Executive Summary

The Rideau Canal extends 202 kilometres within Ontario linking the Ottawa River to Lake Ontario. The Canal is commemorated as a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site (WHS) (Appendix 1), National Historic Site of Canada (NHS) (Appendix 2), and Canadian Heritage River (CHR).

The *Rideau Canal Cultural Landscape Study – Ottawa Reach* (Ottawa Reach Study) was produced through a partnership of Parks Canada, the National Capital Commission (NCC) and the City of Ottawa (City). The study responds to recommendations in Parks Canada's *Rideau Canal and Merrickville Blockhouse National Historic Sites of Canada Management Plan* (2022) to undertake further studies of the cultural landscape of the Rideau Canal; direction from UNESCO in the inscription of the Rideau Canal as a WHS to undertake further study and analysis of the visual setting of the Canal; NCC practice and policy to use a cultural landscape approach to articulate and understand the cultural heritage value of federal lands in the Capital; and, obligations related to the implementation of the Rideau Canal Special District of the City of Ottawa's Official Plan that will require articulation and understanding of the Ottawa Reach as a cultural landscape.

The study area for the Ottawa Reach project is the 8.2-kilometre section of the Rideau Canal from the north end of Mooney's Bay, just south of the Hogs Back Bridge, to the Ottawa Locks on the Ottawa River, including a 30-metre buffer and the first set of properties beyond the buffer. The Study Area roughly corresponds to the limits of the Rideau Canal Special District outlined in the City of Ottawa's Official Plan, plus, the two-hundred metre section from Hartwells Lockstation to lands on the northeast side of Mooney's Bay administered by Parks Canada.

The study area is a unique landscape of the Rideau Canal, not only due to its location within a highly developed urban area, but also due to the Canal's engineering and to the reciprocal impact of the city's growth and urban development on the Canal, and the Canal's impact on the city. The Rideau Canal is a slackwater canal, which in contrast with an entirely excavated canal, is characterized by linking pre-existing waterways together to create a navigable route, often by building dams to raise water levels to navigable depths. This technique is seen in most of the Ottawa Reach, especially at Dow's Lake, where a portion of an existing swamp was impounded with earthen embankments to create the lake, and in the Natural Gully section where an existing low area

Mackenzie Bridge looking towards the National Arts Centre. Credit: Mark Fryars.



was widened and deepened with minimal excavation. The remaining portion of the Ottawa Reach consists of channels, including a cut from Hogs Back to Dow's Lake, from Dow's Lake to the natural gully (Mutchmor's Cut), and a long deep cut from the natural gully to the Ottawa Locks at the Ottawa River.

The Ottawa Reach Study's methodology follows the framework outlined in the NCC's *Working with Cultural Landscapes: A Guide for the National Capital Region*, which is based on national and international guidance about cultural landscapes. Following a short summary of the study area's history and conditions, a Statement of Significance for the Ottawa Reach is presented, together with seven Character Areas within the landscape that articulate contributing values and character-defining elements that are best described at a smaller scale than the full Ottawa Reach. The Study included a public engagement program delivered through online conversations with stakeholders, in-person kiosks with the public, and an online survey.

The Ottawa Reach Study includes a Statement of Significance for the Ottawa Reach, which is distinct from the Statement of Significance for the Rideau Canal. The Ottawa Reach statement includes values that are inextricably linked to the Rideau Canal WHS and NHS but focuses on values that emerge from the Canal being a focal point for urban design and planning by the City and the NCC and its predecessors for the past 125 years, and from ecological values that were highlighted so often during the public engagement program.

Guidelines for conservation and management of the Ottawa Reach included in the Study are directed to the Partners, all levels of government, and land custodians. With respect to the Partners, guidelines are intended to inform their respective duties to review land use planning projects and to develop internal programs and projects related to the Ottawa Reach.

Recommendations for the whole of the Ottawa Reach are found in Section 6: Overall Conservation and Management Recommendations. They recommend that:

1. The **Statement of Significance for the Ottawa Reach** should be adopted as an additional source for assessing impacts and providing guidance for the conservation of the cultural landscape, the mitigation of impact on the Ottawa Reach and for assessing the suitability of new programs and events.
2. The **conservation of the character-defining elements** of the Ottawa Reach should be prioritized in land use planning decisions for internal and external proposals within the study area.
3. The sections of the Ottawa Reach that have a strong relationship with **Capital planning and beautification** (primarily areas outside the three Lockstations and Plaza Character Area) generally followed the philosophies of Frederick Law Olmsted Sr. and his son Frederick Law Olmsted Jr., whose work and ideas were influential for much of the OIC and FDC periods. Landscape designs should take their cue from nature and emphasize the importance of compositions as a whole.
4. Consider potential conservation tools available under the Ontario Heritage Act, such as **Heritage Conservation Districts** as a means to raise conservation as a priority in development and change. Potential study areas for Heritage Conservation Districts could include:
 - a. Properties on and near Queen Elizabeth Drive from Somerset to the Queensway Bridge (exact boundaries to be determined)
 - b. Properties on and near Queen Elizabeth Drive from Pretoria Avenue to the Bronson Bridge (exact boundaries to be determined)
 - c. Properties on Echo Drive and Colonel By from Hawthorne to Bronson Avenue (exact boundaries to be determined).
 - d. Properties overlooking Commissioners Park (exact boundaries to be determined).
5. Consider potential tools under the Planning Act to regulate development within the Rideau Canal Special District and provide guidelines for development at a neighbourhood or site-specific scale. Tools may include:
 - a. A **Secondary Plan, Community Design Plan or Area-Specific Policies** that would inform development applications including Official Plan Amendments, Zoning By-law Amendments, Site Plan Approvals, Minor Variances and Consents, among others;
 - b. A **Development Permit or Community Planning Permit By-law**. This would combine the applications listed above into one permit, issued based on conformity with the Community Planning Permit By-law. The City of Ottawa is currently testing the Community Planning Permit system in other parts of the City. Depending on the outcome of this pilot project, the City may explore implementing the Community Planning Permit in the Ottawa Reach.

6. Consider creating a **Character Area for the Rideau Canal Special District** according to the City of Ottawa Official Plan, Section 4.5.13. This section allows the City to identify areas of cultural heritage value that may benefit from design guidelines that will assist in the conservation and understanding of these areas. For the Ottawa Reach, the guidelines could reflect those found within Section 6.6.2.2, 4) of the Rideau Canal Special District, particularly:
 - 4) a (i) Development will respect the existing patterns of building footprints, height, massing, scale, setback and landscape character within the associated streetscape. The associated streetscape will be determined by the existing low-rise properties on one, or if applicable, both sides of the same street, on the same block as the subject property; and
 - 4) a (iii) Carefully consider the visual relationship between the site and the Canal, including the adjacent or nearby federal parkways and the preservation of mature trees by ensuring the continuity of the existing landscape patterns, orientation of buildings and preserving views to and from the Canal.
 7. This document includes a sample of **important views, viewscapes or vistas**, based on historic evidence and generally accepted opinion, as well as those that reflect the results of the public consultation undertaken through this project. Further analysis and evaluation to refine how views identified in this or other documents should be conserved and protected through an appropriate mechanism is recommended.
 8. Consider implementing a **tree protection** process wherein property owners and developers enter into an agreement not only for undertaking tree protection on adjacent properties when development occurs, but also for implementing long term mitigation strategies to ensure tree survival, especially when tree canopies are important for screening views of development.
 9. Develop an **interpretation strategy** for the Ottawa Reach with a focus on encouraging more groups and individuals to become ambassadors for conservation of the area's cultural and natural heritage values and to increase understanding of Indigenous perspectives. Options could include offering incentives or training to community partners in exchange for more involvement in delivering interpretation services such as community-led walking tours, lectures, boat tours, etc.
 10. Consider using the small **Mooney's Bay parcel** in the Ottawa Reach for delivering interpretation services related to the natural environment of the Rideau Canal.
 11. Examine **universal accessibility** requirements and opportunities for the Ottawa Reach and consider adding docks suitable for adaptive watercraft at Patterson's Creek, Dow's Lake, Mooney's Bay and on the Ottawa River.
 12. **Minimize signage** (especially lighted signs) and other visual clutter that may negatively impact the visual quality of views and valued components in the Ottawa Reach. Where signage and other wayfinding elements are required, these should be thoughtfully sized, of high design quality and placed in locations that do not detract from the cultural heritage value of the canal.
 13. Ensure that any **new features and amenities**, such as canoe docks/access points, or cafes, added to the Ottawa Reach are compatible with character-defining elements of the Canal and other heritage places, including parks, buildings and bridges.
 14. Follow the **principles of the NCC's Capital Illumination Plan** in lighting buildings and spaces along the Rideau Canal, including: *Principle 1 - Adopt responsible environmental management practices; Principle 2 - Reveal the beauty of the central Capital landscape; Principle 5 - Balance of the role of light and the role of darkness; and Principle 6 - Collaborate and coordinate in support of a global nighttime image.*
 15. **Archaeological resources** identified within the Rideau Canal Cultural Heritage Landscape must be documented and managed, where possible, in accordance with relevant protocols and policies.
- Guidelines specific to each Character Area are identified in their respective sections.



Bartlett lithograph of the Ottawa Locks, 1841, as seen from the Ottawa River. On the viewer's left is Fitzgibbon's Wharf, the docking area, and the steamboat Shannon. Above is Lt.-Col. By's house, nestled in the trees, on Major's Hill. The locks are in the center, with the Commissariat and Officer's Quarter's on either side. Credit: Bytown Museum, P1408.

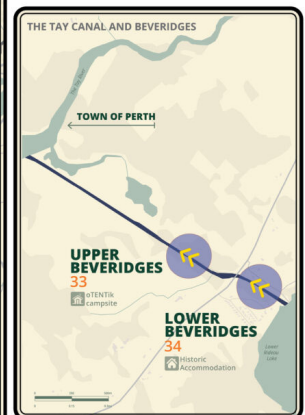
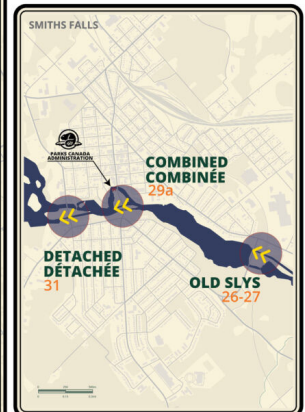
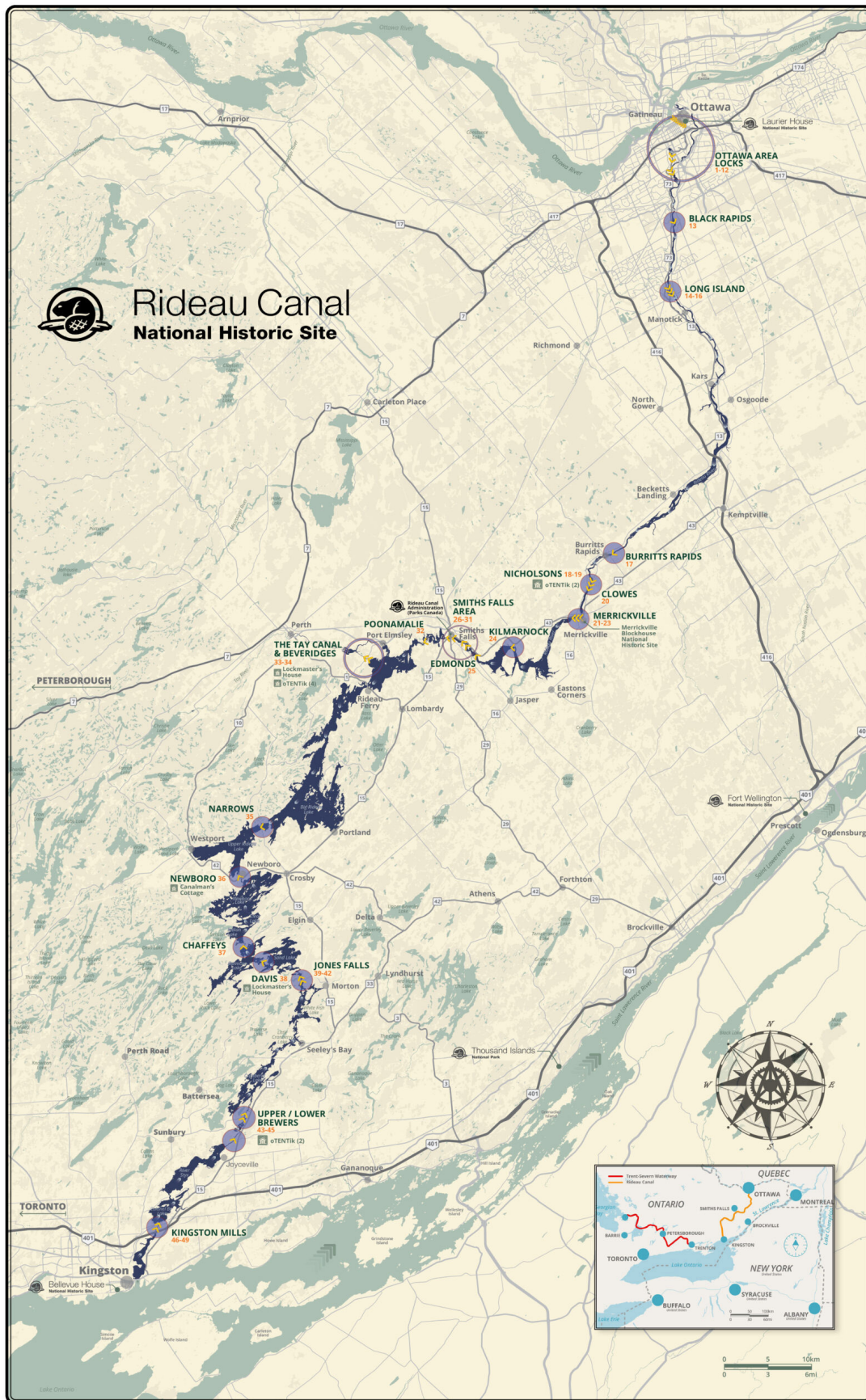
1: Introduction

Together, Parks Canada, the National Capital Commission (NCC) and the City of Ottawa (City) (hereafter cited as the Partners) each play a role in the management of the Rideau Canal and its associated landscape, as reflected in their respective policies and plans. The *Rideau Canal Cultural Landscape Study – Ottawa Reach* (Ottawa Reach Study) was developed as a guiding document for heritage conservation responsibilities of the three partner organizations in their work in the study area.

The Ottawa Reach includes the Canal and the lands on either side within the central part of Ottawa are part of the traditional territory of the Algonquin Anishinabe Nation.

The history and character of the Ottawa Reach are intrinsically connected to the Canal, since the 19th century, but also to the broader history of Ottawa and Canada's Capital. The Rideau Canal was built quickly as a military engineering work under difficult conditions starting in 1826. Almost as soon as it officially opened only six years later in 1832, its military vocation was no longer important.

It soon became a commercial route and a means of developing the region for settlement. From the mid-19th to early or mid-20th century the Canal was a locus for seasonal navigation and year-round recreation.



LEGEND

- Rideau Canal
- Historic locks and lockstations
- Water flow direction
- Provincial highways and roads
- Town / Village / City

Map 1 Rideau Canal, National Historic Site. Credit: Parks Canada

The entire Canal extends 202 kilometres from Ottawa to Kingston and includes the small Tay Canal to Perth, Ontario. The Rideau Canal has been designated a National Historic Site of Canada (NHS), a Canadian Heritage River (CHR), and a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site (WHS). For visitors and residents, the Ottawa Reach portion is celebrated both as being part of the waterway and as the centerpiece to a network of driveways, parks, green spaces, and pedestrian paths that make it one of the most iconic features of the National Capital Region.

The Canal's intended role as a defensive military route contributed to the selection of Ottawa (called Bytown until 1855) as Canada's Capital in 1857. The military barracks constructed in the 1820's and 30's on Barrack Hill (now Parliament Hill, overlooking the Entrance Valley to the Canal), and the proposed fortification, helped convey the town's potential as a Capital. The Canal construction project also left most of the land on either side of the military waterway as Ordnance lands, which became the foundation for many key federal properties in the Ottawa Reach. British military control over the Rideau Canal continued until 1856, when the Canal's ownership and operation was transferred to Canada West for decades.

In 1899, the ambition for the Rideau Canal to become a scenic feature of the Capital took shape with the creation of the Ottawa Improvement Commission (OIC). The OIC was established by the government of Prime Minister Sir Wilfrid Laurier to beautify Ottawa and sought to emphasize the recreational and aesthetic value of the Canal. The plan for a scenic driveway along the Canal, now Queen Elizabeth Driveway, was among the OIC's first initiatives. Planning for the entire parkway system and a purposeful shift towards using nature and available spaces along the Canal and the Ottawa and Rideau rivers to create a system of linked parks and boulevards, was largely due to the work of landscape architect Frederick Gage Todd, who was asked by the OIC in 1903 to propose a "scheme for parks and general improvements for the Capital."¹

Despite many public investments in the Canal and its value for commercial and recreational navigation, the future of the Rideau Canal was not entirely secure during the early 20th century, by which time canals were largely displaced by railways and roads. In 1910, the Canadian Pacific Railway proposed using the Rideau Canal bed as an alignment for its tracks. Newspapers and some residents agreed with the plan, calling the Canal "a disease breeder of no use to anyone except a few duck hunters."² A 1915 plan for the Capital, commonly known as the *Holt Plan*, proposed covering parts of the Canal north of Laurier Avenue with a large plaza and roads.

The designation of the Rideau Canal as a NHS, first as an event in 1925, and then as a place of historic value, was critical for ensuring the conservation of the waterway. Since 1972, the Canal has been the responsibility of Parks Canada, which continues to operate, conserve, and manage the Canal today. The landscape beyond the walls of the Canal is the responsibility of the NCC, the City and numerous private and public landowners.

"We went away out near the Rideau Canal, in the beautiful open fields covering with p[ure] white snow, in the moonlight soft & pure & beautiful. It was soul-inspiring."

Credit: Library and Archives Canada, William Lyon Mackenzie King, Diaries, 1 February 1901.

1.1 Purpose

The study examines the Ottawa Reach as centred on a distinct segment of the Rideau Canal that is inseparable from the Canal as a NHS, WHS and CHR.

The objectives of the Ottawa Reach Study were to:

- Identify and convey the heritage values of the Ottawa Reach as a cultural landscape of international, capital and local significance
- Provide a guiding document for Parks Canada, the NCC, and the City of Ottawa (the Partners) to inform their respective plans, development reviews, and programs related to the study area
- Advance even further the collaborative working relationship among the Partners in their work along the Rideau Canal

For Parks Canada, which administers the Rideau Canal National Historic Site and UNESCO World Heritage Site as part of its extensive system of protected natural and historic places, the Ottawa Reach study is also intended to help inform and support:

- Targets outlined in the *Rideau Canal and Merrickville Blockhouse National Historic Sites of Canada Management Plan (2022)* to:

- Describe and document the cultural landscapes and heritage values of five lockstations, to support conservation initiatives, interpretation and authentic visitor experience opportunities;
- Assist representatives of the Rideau Corridor Landscape Strategy Steering Committee and Planners Technical Advisory Group in identifying and protecting the values of the WHS, its buffer zone and setting;
- Develop site plans for lockstations that outline priorities for future site enhancements to support visitor experiences, increased land-based visitation, improved accessibility and safe waterway operations
- Review development applications that have potential to affect the heritage values of the Rideau Canal and its setting
- Periodic state of conservation assessments and reporting obligations

For the NCC, the study will help inform and support:

- Long-range plans and guidelines related to lands along the Canal, such as the Core Area Sector Plan, the Parkways Planning and design Guidelines and the Capital Urban Lands Plan;
- NCC-led projects, programs and ongoing land management along the Canal, such as the rehabilitation of the Patterson Creek Bridge, new animation projects, etc.;
- Review of projects along the Canal that are subject to federal approval under the National Capital Act and the Impact Assessment Act;
- Programs to promote public awareness and appreciation of the Canal (such as interpretation), led by the NCC or in partnership with others

For the City of Ottawa, the Ottawa Reach Study will support:

- The implementation of the Rideau Canal Special District in the Ottawa Official Plan
- Reviews of development applications that have potential to affect the heritage values of the Rideau Canal and its setting both within and outside the boundaries of the Special District
- The identification of programs that could be considered related to public access, use and appreciation of the Ottawa Reach

1.2 Project Direction

The *Rideau Canal Cultural Landscape Study – Ottawa Reach* was codirected by a partnership between Parks Canada, the NCC, and the City of Ottawa. Each of the three partners is a steward of the heritage values of the Rideau Canal and its cultural landscape. In partnership and within their own programs, Parks Canada, the NCC, and the City of Ottawa help manage the cultural landscape and bring diverse groups together to celebrate, promote and enhance the waterway.

1.3 Study Area

The Ottawa Reach Study Area is the 8.2-kilometre section of the Rideau Canal flowing towards the Ottawa River from Mooney's Bay, just south of the Hogs Back Bridge where the canal separates from the Rideau River (Map 2). It includes the Canal, federal lands along the Canal, the 30-metre buffer zone associated with the WHS inscription, and one property beyond the federal lands or 30-metre buffer. The Study Area generally corresponds with the limits of the Rideau Canal Special District outlined in the City of Ottawa Official Plan, plus the two-hundred metre canal section south of Hartwells Lockstation to Mooney's Bay. A full set of maps illustrating the Ottawa Reach is included as Appendix 6: Base Maps.

Following the investigations of this study and consultation with the Partners, the original study area represented in Map 2 was amended to exclude portions of the Courtland Park and Rideauview Terrace neighbourhoods between Hartwells Lockstation and Mooney's Bay not immediately adjacent to Rideau Canal and its inlets. This change is reflected in the Appendix 6: Base Maps and mapping of the Hartwells to Hogs Back Character Area.

1.3.1 Properties

The Ottawa Reach includes approximately 400 private and several institutional properties, such as Lisgar Collegiate Institute, Southminster United Church, and the Rogers Centre. For quick reference, designated heritage places are listed in Appendix 7: Designated Heritage Properties in the Study Area and included in the Character Area maps. Other buildings and works, including Canal works, are listed in the relevant descriptions of the identified Character Areas.



The major federal lands in the study area are:

- The Rideau Canal, administered by Parks Canada, including three lockstations – Ottawa, Hartwells and Hogs Back
- Two NCC parkways – Queen Elizabeth Driveway and Colonel By Drive and their associated multi-use pathways
- Five NCC parks that are fully or partially within the study area– Major’s Hill Park, Confederation Park, Patterson Creek Park, Commissioners Park and Hogs Back Park
- Portions of the Central Experimental Farm east of Prince of Wales Drive, including the CEF Dominion Arboretum and the Fletcher Wildlife Garden
- Major-General George R. Pearkes Building (DND Headquarters)
- Senate of Canada Building (also known as the Government Conference Centre or former Union Station)
- National Arts Centre

The City of Ottawa owns Echo Drive and a portion of park space at Brown’s Inlet.

1.4 Working With Cultural Landscapes

The cultural landscape study of the Ottawa Reach applies a framework based on Canadian and international conservation practices and advice as documented in *Working with Cultural Landscapes: A Guide for the National Capital Region* (hereafter cited as *Working with Cultural Landscapes*) developed by the NCC.³

Two definitions of “cultural landscape” cited in *Working with Cultural Landscapes* are closely related and applied in this study. The first definition is “a set of ideas and practices embedded in a place. The ‘ideas and practices’ are what make it cultural; the ‘place’ is what makes it a landscape.” This definition includes intangible values such as experiences, rituals and beliefs as part of the story of a cultural landscape. It reflects what people said in the Ottawa Reach engagement program. They expressed a strong appreciation for the experiences offered in the landscape and valued opportunities to actively engage with the landscape through recreation, including sightseeing by car, cycling, strolling, quiet contemplation,

attending events, and other pursuits. A second definition of “cultural landscape” is also included, which is more commonly used. It states that a cultural landscape is “any geographical area that has been modified, influenced or given special cultural meaning,” and “that has been formally recognized for its heritage value.”⁴

Independent of the definition of “cultural landscape” applied, as *Working with Cultural Landscapes* explains:

Cultural landscapes are best understood as [dynamic] systems, where tangible and intangible elements exist in relationship to one another. This lends cultural landscapes some tolerance to change, since the objective of conservation is to sustain the evolving relationship between idea and place.

Multiple meanings and values can exist about the same physical place, creating the potential for layered and overlapping landscapes to emerge. While recognition is one of the key tools for conservation, understanding the varied cultural landscapes that are present in an area is likely to lead to better land-use planning decisions.

UNESCO’s Operational Guidelines for World Heritage further divides cultural landscapes into three main categories – “designed”, “evolved” and “associative.”⁵ The definitions from the Operational Guidelines are:

- i: The most easily identifiable is the **clearly defined landscape designed and created intentionally by man**. This embraces garden and parkland landscapes constructed for aesthetic reasons which are often (but not always) associated with religious or other monumental buildings and ensembles.
- ii: The second category is the **organically evolved landscape**. This results from an initial social, economic, administrative, and/or religious imperative and has developed its present form by association with and in response to its natural environment. Such landscapes reflect that process of evolution in their form and component features. They fall into sub-categories:
 - a relict (or fossil) landscape is one in which an evolutionary process came to an end at some time in the past, either abruptly or over a period. Its significant distinguishing features are, however, still visible in material form.
 - a continuing landscape is one which retains an active social role in contemporary society closely associated with the traditional way of life, and in which the evolutionary process is still in progress. At the same time, it exhibits significant material evidence of its evolution over time.
- iii: The final category is the **associative cultural**

landscape. The inscription of such landscapes on the World Heritage List is justifiable by virtue of the powerful religious, artistic or cultural associations of the natural element rather than material cultural evidence, which may be insignificant or even absent.

Although we are using the definition of Cultural Landscapes from the UNESCO Operational Guidelines for the Implementation of the World Heritage Convention, and applying these concepts to the broader Ottawa Reach area of the Rideau Canal, it is important to note that the Rideau Canal World Heritage Site is not inscribed as a cultural landscape. Please see Appendix 1 for the inscription criteria.

The Ottawa Reach is largely a designed cultural landscape, intentionally created by the Royal Engineers during the initial canal construction and its continual operation. Layers of aesthetic design were added through landscape architecture to create the parks and parkways and adjacent landmark buildings and structures and residential neighbourhoods. It has evolved over time, but unlike some organically evolved landscapes, intentional design has played a role in shaping the Ottawa Reach for over two centuries.

One area has characteristics of an associative landscape, namely, the Entrance Valley, where the views to Parliament Hill and over the Ottawa Locks towards the Ottawa River engage the viewer in a deep appreciation of the scale, northern-ness and beauty of Canada, as well as a sense of the richness of a land that was fully occupied by Indigenous Peoples prior to the arrival of Europeans.

The Study recognizes that no matter which definition or category is applied, conservation of the Ottawa Reach requires an understanding of the multiple ideas, places, and meanings present in the cultural landscape as a key step in protecting its heritage values. In practical terms, conservation requires a recognition of the full history, not just the area's connection to a magnificent engineering work.

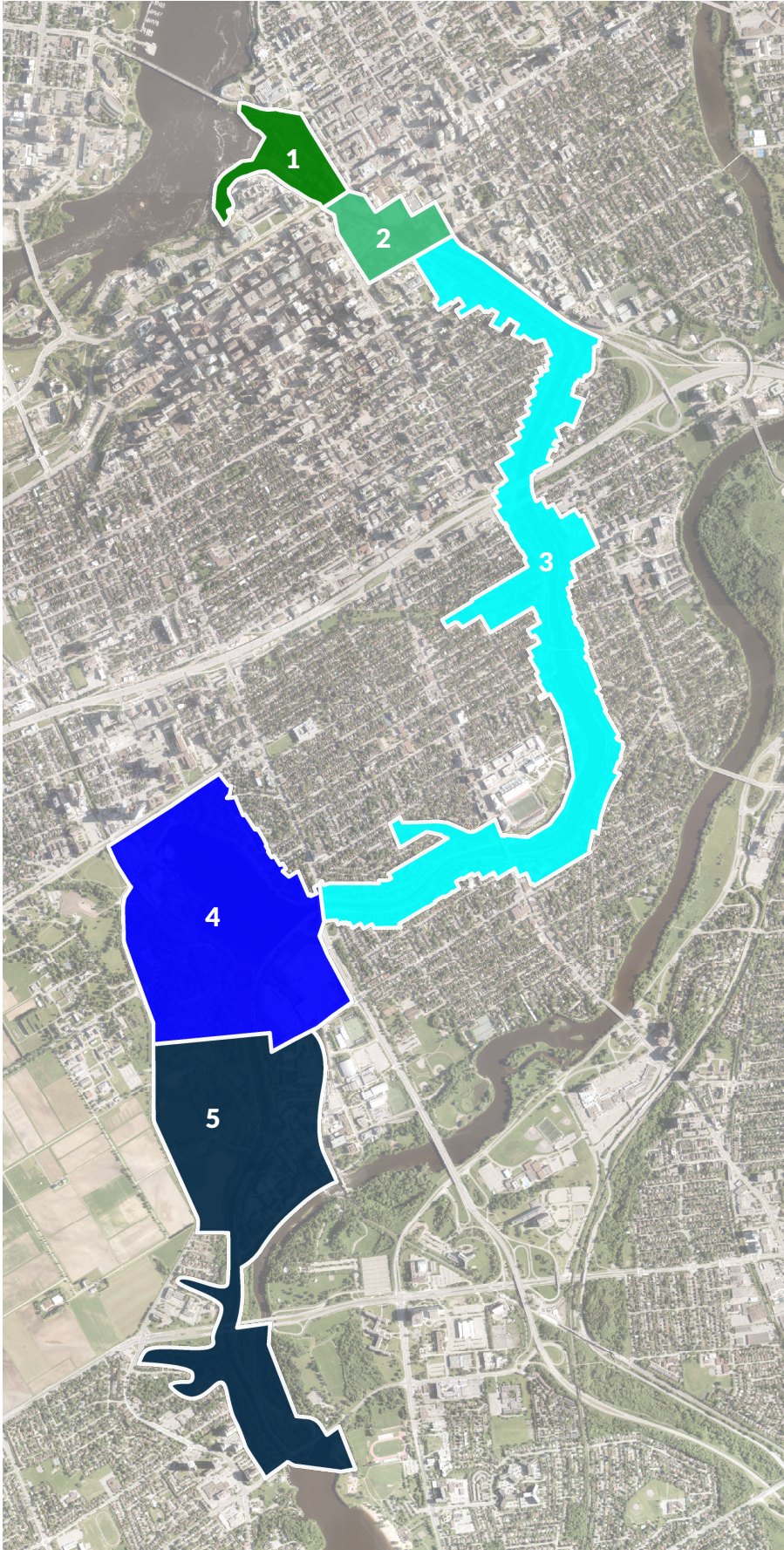
The Ottawa Reach Study includes a Statement of Significance for the Ottawa Reach, which is distinct from the Statement of Significance for the Rideau Canal. The Ottawa Reach statement includes values of the Rideau Canal WHS and NHS, but adds values that emerge from the history, design and evolution of the Ottawa Reach, as an urban area where so many civic and Capital planning initiatives were set over the past 125 years. The Statement also includes values and character-defining elements related to natural heritage. This inclusion reflects both the character of the Ottawa Reach and the results of public engagement for the Study.



Hartwells Lockstation.
Credit: NCC

Character Areas

1 - 5



- 1. ENTRANCE VALLEY
- 2. PLAZA
- 3. LAURIER TO BRONSON
- 4. DOW'S LAKE
- 5. HARTWELLS AND HOGS BACK

Character Areas

6 - 7

Map 4



- 6. QUEEN ELIZABETH DRIVEWAY
- 7. COLONEL BY AND ECHO DRIVES
- 6+7

km 0.5 1

1.5 Character Areas Summary

The Ottawa Reach Study provides both an overview of the Rideau Canal's cultural landscape in the study area and more detailed analyses of seven parts (some overlapping) of the Ottawa Reach named "character areas." Each of the character areas have specific physical or historical characteristics that illustrate both the variation in the Ottawa Reach landscape and the way the landscape fits together.

Character Area	General Boundaries	Characteristics
Entrance Valley	Ottawa River to the Plaza Bridge, both sides of the Canal to the limits of the study area.	Geography, topography and history combine to define the boundaries of this area, which contains buildings, engineering works and archaeological resources that speak directly to the scale of the Canal project and the accomplishments of its engineers and builders, including military personnel, contractors, labourers and skilled tradesmen.
Plaza	Plaza Bridge to the Laurier Bridge on both sides of the Canal.	The area has seen the most intensive development in the Ottawa Reach, not only due to the area's physical connection to the core of Ottawa and Parliament Hill, but also to the removal of the Canal basin, which allowed for the redevelopment of part of the area. The history of the area is tightly connected to planning initiatives of the NCC.
Laurier to Bronson	Laurier Bridge to Bronson Bridge on both sides of the Canal.	Long stretch of the Ottawa Reach where the history of the area is not as varied as would be expected from its length. Most of the area is residential in function, except for the set of turn-of-the-century buildings south of Laurier Street that include the Cartier Square Drill Hall, the Former Military Stores, and Lisgar Collegiate Institute. While outside the study area, Lansdowne Park and the University of Ottawa also deviate from the residential forms present on either side of the Canal.
Dow's Lake	Bronson Bridge to the canalized section north of Hartwells Lockstation.	This area includes Dow's Lake, the Arboretum of the Central Experimental Farm, and Commissioners Park – and is most recognizable as an area where ecological values are present. Part of Carleton University is encompassed by this character area.
Hartwells and Hogs Back	Dow's Lake to the northeast corner of Mooney's Bay.	This area is distinctive as a narrow canalized section of the Ottawa Reach containing two historic lockstations. It includes inlets west of the Canal in the study area, a part of Carleton University, Prince of Wales Falls, and Hogs Back area, including Parks Canada lands on the east shore of Mooney's Bay next to the Hogs Back Bridge.
Queen Elizabeth Driveway	Entire length of the Queen Elizabeth Driveway from the National Arts Centre to Preston Street.	Queen Elizabeth Driveway was developed by the NCC and its predecessors as a scenic drive connecting parks and important places in the Capital. As designed, it continues to showcase the Canal as a waterscape and features historic park areas, Patterson Creek, and Brown's Inlet.
Colonel By and Echo Drives	Entire length of both roads.	Colonel By Drive and Echo Drive have both shared and separate histories, but together they serve as the setting for the east side of the Rideau Canal.

Table 1: Key Characteristics of the Ottawa Reach Character Areas

1.6 Indigenous Engagement

The histories and perspectives of the Algonquin Nation are integral to understanding the cultural heritage landscape of the Ottawa Reach of the Rideau Canal.

Meetings with the Algonquins of Pikwakanagan First Nation (AOPFN) and the Algonquins of Ontario took place in 2024 and 2025, including a presentation on the project at an in-person meeting of the Algonquin Advisory Committee (AAC) organized by the AOPFN Consultation Office and supported by a collaboration agreement. Before and after this meeting the Partners engaged directly with the AOPFN Consultation Office. Parks Canada has maintained correspondence with the Algonquins of Ontario, on both the Rideau Canal Cultural Landscape Study – Ottawa Reach, and broader engagement related to the Rideau Canal beyond the Ottawa urban area.

Several areas of interest were identified including: the conservation of terrestrial and aquatic wildlife, water quality, protection of culturally significant plant species, increased visibility of Algonquin history and culture and the protection of spiritual, archaeological and heritage places along the Rideau Canal.

Building upon this engagement, Parks Canada, the National Capital Commission and the City of Ottawa will each work within their respective mandates to meaningfully engage with the Algonquin Nation on the management of the lands and waters of the Rideau Canal's Ottawa Reach.

The Partners will continue an ongoing dialogue and engagement with the Algonquin Nation as part of the implementation of the recommendations of this report and the ongoing management of the Ottawa Reach, and with regards to future potential projects or initiatives.

1.7 Public Participation

The Ottawa Reach Study included an engagement program that reached local and general individuals and groups. Public input was gathered through an online survey, two public engagement kiosks, and online meetings with stakeholders.

The public engagement kiosks took place in November 2023 at the Minto Recreation Complex and Aberdeen Pavilion at Lansdowne Park. The one-day kiosks garnered more than 335 participants. The online Rideau Canal Cultural Landscape Survey was open between 17 November and 8 December 2023. There were 2,640 respondents to the survey. Online conversations with stakeholders (community groups, businesses, and property owners in the study area) took place in September 2023 and February 2024.

Public Engagement Themes are as follows:

1. The corridor is important for multi-modal transportation;
2. Environmental concerns should drive decision making;
3. Green space is important for relaxation and recreation
4. The Canal is an important landmark
5. The Canal's history should be recognized and preserved
6. The corridor's natural beauty should be preserved

A full summary of the engagement program is included in Appendix 9: Public Engagement Summary, as well as in a separate document titled *Rideau Canal Cultural Landscape Study – Ottawa Reach Public Consultation Report* (NCC, 2025).

“The Canal as unprogrammed space is one of the things that makes it successful. It is a place to enjoy at your own pace. One of the most wonderful things about it is it allows people to simply be.”

Comment from the Ottawa Reach Public Engagement Online Meetings

2: Evolution of the Ottawa Reach Landscape



Rideau River below Prince of Wales Falls, October 2024. Credit: Matrix Heritage

2.1 History

2.1.1 Pre-contact Period

Since time immemorial, people have lived in relationship with the land and waters of the Rideau system of waterways, moving in seasonal rounds over vast areas. Ancestral Anishinabe Algonquin People in the Ottawa Valley and Rideau Corridor have occupied the area for over 8,000 years.⁶

People ventured into the area soon after glacial retreat and the draining of the Champlain Sea, which transformed the landscape into a river delta around 10,000 years ago. Termed 'Paleo peoples' by archaeologists, these intrepid groups relied on a diverse range of plants and animals and covered extensive territories. While the immediate Ottawa area lacks archaeological evidence for Paleo peoples, artifacts from this period in broader Eastern Ontario, including the Rideau Lakes area and Thompson Island near Cornwall, clearly document an early human presence in the region.

As the climate warmed and populations increased, semi-nomadic communities peopled the area in what is termed the Archaic Period (8,000 to 1,000 BCE). With increasing stability came advancements in lithic technology and expansive trade networks. Often sites from this time are located on islands, waterways, and at narrows on

lakes and rivers where caribou and deer would cross, suggesting the use of boats and fishing techniques.⁷ It was during this period that a significant cultural landscape emerged between the Chaudière Falls and the mouth of the Gatineau River.

Located on the floodplain of the Gatineau River delta, at the confluence of the Rideau, Gatineau, and Ottawa Rivers, Leamy Lake Park appears to have been sporadically occupied by groups during the Archaic period before becoming a significant summer meeting place during the Middle Woodland (100 BCE to 500 CE). This is reflected in the Algonquin name for Leamy Lake Park, "Kabeshinàn" or "summer camp."⁸ The Leamy Lake archaeological complex is the largest complex of archaeological sites known in the Ottawa River drainage basin and encompasses a cultural landscape that was used continuously for more than 6,000 years by Indigenous groups.

The Rideau Corridor was likely part of an extensive network leading to aggregate sites such as Leamy Lake. Small Archaic and Woodland period (1,000 BCE – 1600 CE) camp sites have been identified in Manotick (the Washkà site)⁹ and Barrhaven¹⁰. These sites may represent stopover locations for groups in transit to the Leamy Lake meeting place or smaller encampments used during other seasons. Portage routes along the canal route of the

Ottawa Reach has been documented through excavations in Vincent Massey Park at the foot of a portage where rapids were located before the construction of the Hogs Back Dam and development of Prince of Wales Falls.¹¹ Sites identified on the south side of the Ottawa River in Governor Bay and Portage Bay near Rockcliffe Park indicate the existence of a portage around the Rideau Falls and a connection between the Rideau and Ottawa Rivers.¹²

Although the richness of Ottawa's archaeological heritage within the city's core remains largely veiled or has been disturbed by urban development, Indigenous knowledge of the area and archaeology testify to the Rideau Corridor's longstanding role as a pivotal axis of transportation and occupation for millennia. This enduring legacy underscores the continuous interaction between the region's inhabitants and its waterways.

2.1.2 Roots of Ottawa

Prior to the construction of the Rideau Canal, the small settlements on the south side of the Ottawa River depended on the lumber trade and economic opportunities of Wrightsville (now Gatineau) on the Quebec shore, founded in 1800. Planning, construction and opening of the Canal between 1826 and 1832 prompted the establishment and growth of Bytown (the town laid out by Lt.-Col. John By to support canal construction) and provided the new settlement with a purpose and economy of its own.

The Rideau Purchase, which formalized (from the Crown's perspective) Crown ownership of land between Kingston and Ottawa, was followed by a series of land transactions in 1823 by Lord Dalhousie, Governor-in-Chief of British North America on behalf of the Crown. The tracts acquired by Dalhousie were located on the south side of the Ottawa River from Richmond Landing to the Rideau River. Dalhousie's purchase ensured that prime strategic land would always be reserved and available for government use.

In his official capacity and personally, Dalhousie advocated for developing land and water communications in Canada to strengthen military defence and open areas for settlement.¹³ He was very enthusiastic about road and canal building as a means of encouraging settlement and drawing immigrants away from the United States to Canada.

British interests in building the canal were also related to military matters. The War of 1812 heightened British concerns about the loyalties of people living in Canada to the Crown while also underscoring the vulnerability of the St. Lawrence River to American attack and the threat that shipping could be cut off along Britain's communication line to the Great Lakes. Realizing that such an action would be disastrous, the British planned an inland waterway that would be less vulnerable to an American offensive. In 1816, the Royal Engineers began the search for an appropriate water route between Kingston and Montréal. The Rideau route was eventually finalized utilizing a series of lakes and rivers, with funding beginning in 1826.

The task of overseeing the Rideau Canal project was assigned to Lt.-Col. John By, Royal Engineer. On By's initial visit up the Ottawa River to the Rideau, he met with Dalhousie and other officials in the area. By's decision to accommodate steamships by building large locks (33-by-134 feet/10-by-40 metres) dovetails with Dalhousie's intention to develop infrastructure for settlement and development.



Swalwell map of Nepean Township, 1830, noting, "This above sketch is a copy of the Surveyor General's Map of Nepean," prior to the construction of the Canal. Credit: Library and Archives Canada, 413246



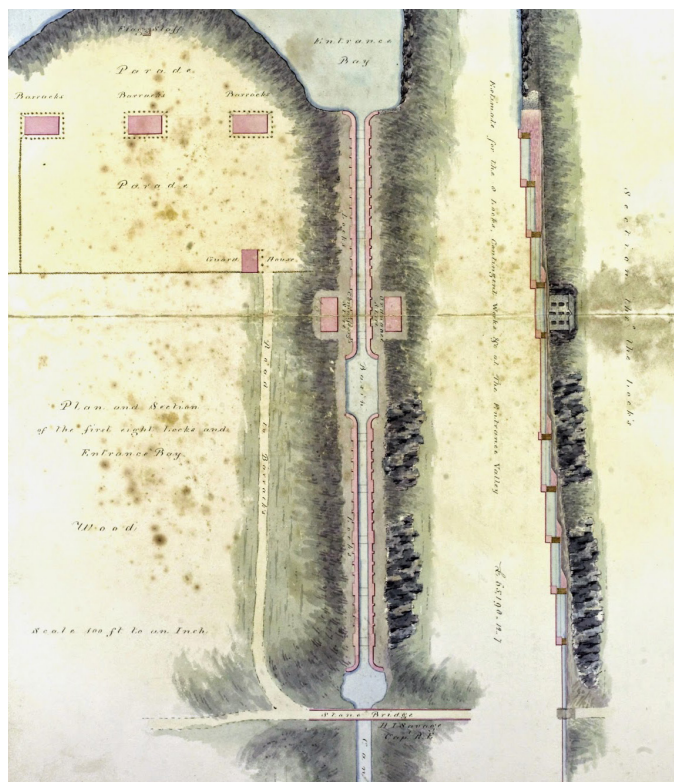
Map of the Ottawa-Gatineau area dated 1825 that shows development prior to the construction of the Rideau Canal. The Canal started at Sleigh Bay, now part of the Entrance Valley of the Ottawa Reach. Credit: Library and Archives Canada, 5067293



Sketch of Bytown and the Rideau Canal from Hogs Back to the Ottawa River, 1844. Credit: The National Archives of the UK, MPH 1/ 918 / 19

2.1.3 Headquarters at Entrance Bay

Headquarters for the units of the British Army preparing to oversee the building of the Canal were first established across the Ottawa River where materials and personnel could be landed. After land was cleared around Entrance Bay (originally named Sleigh Bay), which was part of the lands acquired for the Crown by Dalhousie, commissary staff were transferred there. In 1827 the stone Commissariat building by the locks was completed (home to the Bytown Museum since 1952), as was the Royal Engineers Building, built to a similar size as the Commissariat (today only its foundations remain). The year 1827 also saw the construction of accommodations for two companies of Royal Sappers and Miners (162 men) arriving from England that summer. The corps of Royal Sappers and Miners was composed of soldiers hired for their skills in certain trades, particularly masonry, carpentry, mining and quarrying, which they put to good use in supervising the building of the Canal. While the Royal Sappers and Miners served as the construction corps, the Royal Engineers served as their supervisors. Three barracks were constructed atop the height of land, earning the name Barrack Hill (now Parliament Hill). Other buildings were added to Barrack Hill for the military.



Preliminary plan and section view of the proposed configuration of locks at Entrance Bay, 1828. The plan shows a basin in the middle of the set of locks, but the plan was changed to create a contiguous flight of eight locks. Credit: Maule Family/Earl of Dalhousie fonds, National Archives of Scotland, GD45/3/9.

To house thousands of civilian workers required to build the Canal, By laid out a townsite in 1826 spanning Entrance Bay. The townsite developed into two communities: Uppertown on the west side, and Lowertown on the east side. Both parts of the townsite were populated by military personnel, merchants, contractors, craftsmen, tradesmen, labourers, and families. While Uppertown consisted of a largely English and Scottish population, Lowertown's population was generally French Canadian and Irish.

The Royal Sappers and Miners were sent out along the length of the canal to supervise construction, which was executed by independent contractors who hired teams of labourers and tradespeople, including stone masons, carpenters, and blacksmiths.

A detachment of British regular soldiers (commonly known as Red Coats) was stationed on Barrack Hill (now Parliament Hill) to assist with protecting the military establishment in Bytown and oversee local Canal construction. Following the construction of the canal, the garrison at Bytown was reduced. In 1832, the centre barracks burned down and was never rebuilt as there was no need with the reduced garrison. Shortly thereafter, sometime between 1832 and 1834, another set of barracks burned down, but was later reconstructed. By this time the garrison rarely exceeded 20 regular soldiers who were recalled and replaced in 1854 with 25 retired soldiers on pension who served as a light guard to protect the locks and Ordnance property until the canal was transferred to the Province of Canada in 1856.

2.1.4 Canal Construction

In May 1827 By, who had arrived in late 1826, began to re-survey the Canal route and arrange the construction contracts for each section of the Canal. The design employed a "slackwater" approach, whereby, to the largest extent possible, existing bodies of water and low-lying areas where artificial lakes could be created were linked together through locks and dams to create a continuous navigable route. In the Ottawa Reach, the design called for an excavated channel, an engineered lake (Dow's Lake), a widened and deepened natural gully, and a long deep cut before reaching the top of the eight Ottawa Locks leading to the Ottawa River. By the time the full 202 kilometres of the Rideau Canal was finished in 1832, about 5,000 to 6,000 workers (a combination of hired teams and Royal Sappers and Miners) had built 52 crib or stone dams and 47 masonry locks.¹⁴

The first full construction season was 1827, when mainly French Canadian and Irish workers began the work of logging the route, building dams and locks, blasting, and excavating channels by hand, often under treacherous conditions. While the exact number of deaths resulting

from the construction of the canal is unclear, it is estimated that as many as 1,000 Euro-Canadian people, including workers, family members, and people providing services to the workers, may have died between 1827 and 1832 along the full length of the Canal.¹⁵ The number of Indigenous people who may have contracted infectious diseases from the presence of so many newcomers is unknown.¹⁶

Most Canal deaths of workers and their family members were the result of diseases of the day, including childhood diseases and malaria. For Canal workplace accidents causing death, inquests were normally held. Accidents included incidents related to blasting, excavation, drowning and falling trees. In 1827, the first year of construction, records show that ten men died of disease and seven from accidents. That same year, six

women and 38 children also died, while 54 births were recorded.¹⁷ Among the Royal Sappers and Miners, 22 would die during the construction of the Canal, including 16 from disease and six from accidents.

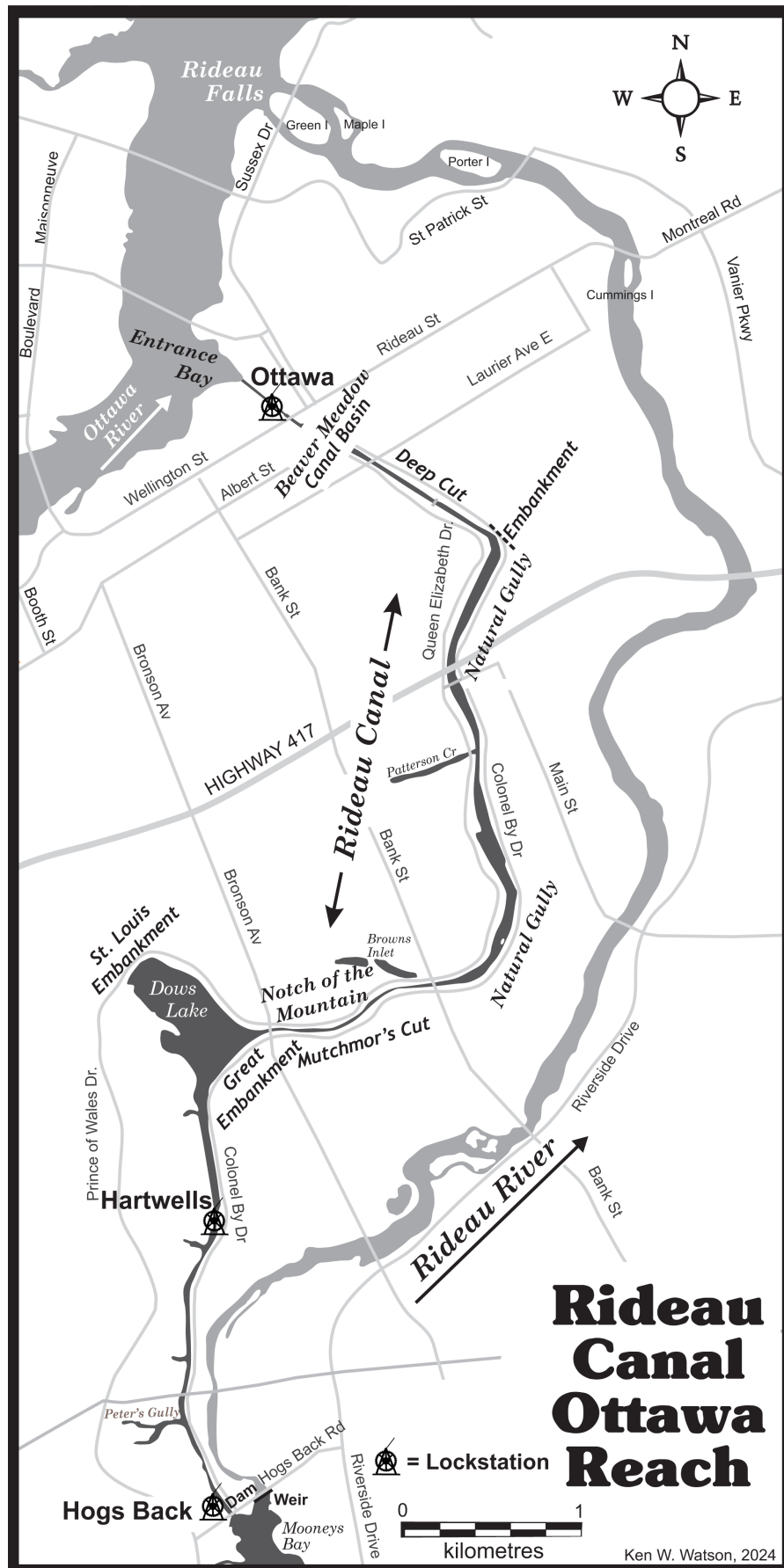
When the Rideau Canal opened in 1832, the military threats to Canada had diminished and so the waterway transitioned to service as a commercial canal supporting the development of the region as the number of farms and populated centres grew. The Canal remained under the control of the British Ordnance Department until 1856, when the Board of Works of the Province of Canada assumed responsibility for the Canal. In 1868, the Canal was transferred to the federal Department of Railways and Canals (now Transport Canada) of the newly established Dominion of Canada government.



"First camp, By-Town (Ottawa), Ont.," 1826. Credit: Attributed to Colonel John By (1781-1836), McCord Stewart Museum, M386



"Dam at the 'Hog's Back', shewing the Breach in the Stonework in 1830. Sketched in July 1845 from the Bed of the River." Credit: Thomas Burrowes, Archives of Ontario, File - C 1-0-0-0-15



Map 5 Key Rideau Canal Components – Ottawa Reach.

Credit: Reproduced courtesy of Ken W. Watson, 2024



View of the Rideau Canal, Sappers' Bridge and Lower Bytown, 1845.
Credit: Thomas Burrowes, Archives of Ontario, C 1-0-0-0-11

2.1.5 From Bytown to National Capital

When By arrived to begin the Rideau Canal, there were only a few scattered “shanties” in the area. By laid out an Uppertown (west of the Canal) and Lowertown (east of the Canal) in accordance with the standardized grid plan used by the British in other military colonial settlements. The name “Bytown” was in use in correspondence by 1828. When construction ended, the population of the town had reached about 1,500.¹⁸ During the construction period, settlement was slow and erratic, with itinerant loggers and canal builders arriving seasonally according to when their labour was required. Many squatted on random lots in Lowertown or built houses on leased land. At the time, Bytown functioned mainly as a service town catering to the needs of canal builders and the Ottawa River’s growing timber trade. Burials were a problem, especially in 1828 when malaria and other diseases killed many people. Half an acre was set aside for a cemetery on a site that now overlaps with Elgin, Metcalfe, Queen and Sparks streets.

The Rideau Canal was relatively busy in the first few decades of operation for transporting commercial goods and agricultural products from the communities along its length. It also served as a passenger route, especially prior to the arrival of the Bytown and Prescott Railway (B&PR) to the town, renamed Ottawa in 1855. In December 1854 the rail line came just to the edge of Ottawa on the east side of the Rideau River, and in 1855, it arrived in Ottawa along Sussex Drive near King Edward Avenue.

At first, railways led to even more traffic on the canal because sellers and buyers could access wider networks for trading. Opportunities for more trade prompted the construction of new warehouses and wharves just above the Ottawa Locks at the north end of the Canal. The resultant industrial landscape persisted for decades.



Parliament Hill and Entrance Bay, 1869. Credit: William Notman, Baldwin Collection of Canadiana, Toronto Public Library Archives, F95



Parliament Hill and Entrance Bay, 1910. Credit: Toronto Public Library Archives, PCR-1831

In 1857, two years after incorporation, Ottawa was selected by Queen Victoria as the seat of government and capital for the Province of Canada (Canada East and West). With around 10,000 inhabitants, the city was still relatively small, but the population increased steadily after work began on the Parliament buildings and plans were underway to move offices from Québec City and Kingston to Ottawa. In 1900, the city's population had risen to nearly 58,000.¹⁹

The exquisite Gothic architecture of the Parliament Buildings completed in 1876 and its formal landscape, which remain among the most significant examples of Gothic Revival architecture in the world, stood in sharp contrast to the rough character of the city and the Rideau Canal, which passed alongside Parliament Hill.

“[I like] everything [about the Ottawa Reach]. So much to do around the canal.”

Comment from the Ottawa Reach Public Engagement Kiosks

2.1.6 Reimagining the Capital

The beautification of the Canal, which was also related to improving and increasing bridge crossings, began after the formation of the Ottawa Improvement Commission (OIC) in 1899, which was established in response to Wilfrid Laurier's earlier pledge to make Ottawa the "Washington of the North."²⁰ The Commission was mandated to cooperate with the City in developing urban designs for the Capital and authorized to acquire land in the Ottawa area to create and maintain parks, streets and driveways.²¹ The City of Ottawa was given one of the four positions of unpaid commissioners to guide the work, but no staff positions were funded.

Laurier was particularly concerned about the appearance of Ottawa when arriving by train along the Canal to the old Union Station. The view across the Canal, especially close to downtown, was cluttered by warehouses and storage areas. Aesthetic concerns and the opportunity to upgrade land already owned by the government as Ordnance lands led the OIC to place a priority on the beautification of the west side of the Rideau Canal through the construction of the Rideau Canal Driveway (later called Canal Driveway and now the Queen Elizabeth Driveway).

The Driveway's initial construction period, from mid-1900 to mid-1905, created and improved existing roads from Laurier Avenue at the Cartier Square Drill Hall to Dow's Lake. There was no clear plan, however, until Frederick G. Todd, Canada's first landscape architect,

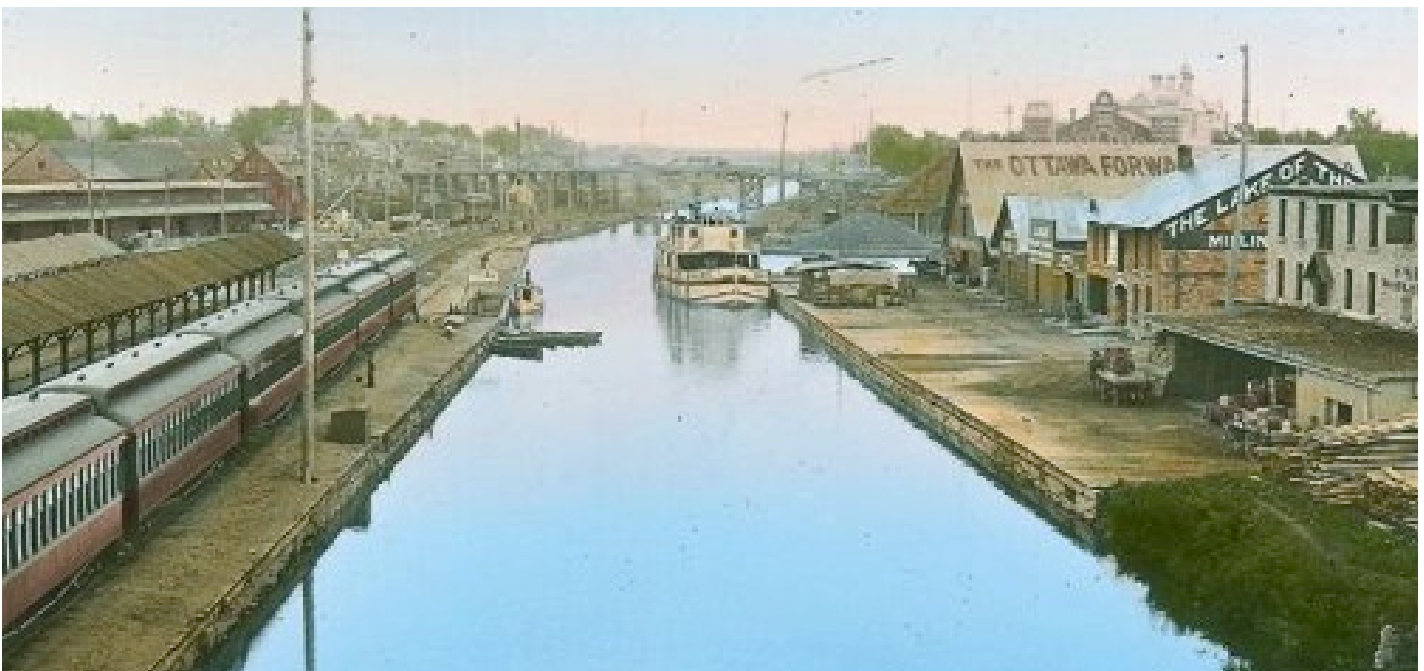
was hired by the OIC to develop a master plan for parks and driveways. His report in 1903 recommended many improvements for the Capital and supported further development of the Driveway along the Canal to the Central Experimental Farm (CEF).²²

The Canal was an organizing influence on Ottawa in other ways as well. The land for the Exhibition Grounds (today's Lansdowne Park), first established in 1868 as the permanent home for the region's agricultural show, was chosen to take advantage of its proximity to the Rideau Canal, which allowed farmers and exhibitors to

*Queen Elizabeth Driveway, c. 1950, prior to the construction of the National Arts Centre.
Source: NCC*



*Postcard, "Rideau Canal, Ottawa Improvement, Ottawa, Ont.," c. 1890-1914.
Credit: City of Ottawa Archives, MG344-1-12-6*



*Rideau Canal, c. 1890, looking south from the Sappers' Bridge towards the Maria Street Bridge, railway tracks to the east, and warehouses to the west.
Credit: James Ricalton, Donation of Stanley G. Triggs, McCord Stewart Museum, MP-0000.25.860*



Aerial photo, 1928, showing the Plaza Bridge and Ottawa's Union Station (bottom left) with tracks running along the east side of the Canal. The park area on the south side of the Laurier Bridge is now Ottawa City Hall. Credit: Bytown Museum, 2014.004.01.102

deliver produce, livestock and machinery to the fair by boat. Over time, the exhibition grounds were expanded, with the section that is now part of the open space on the east side of the area gradually reclaimed from a broad inlet that reached deep into the site from the east side of the site near what is now the Canal-side entrance to the stadium.

The Federal District Commission (FDC), which succeeded the OIC in 1927, continued to expand the organization's parks and parkways, often with Depression-works funding. Throughout the 1930s, the FDC used Depression programs to continue improving and extending the parkways, including Echo Drive (now Colonel By Drive). The FDC also developed Commissioners Park on land from the acquisition of J.R. Booth's lumber yard on the east side of Dow's Lake.

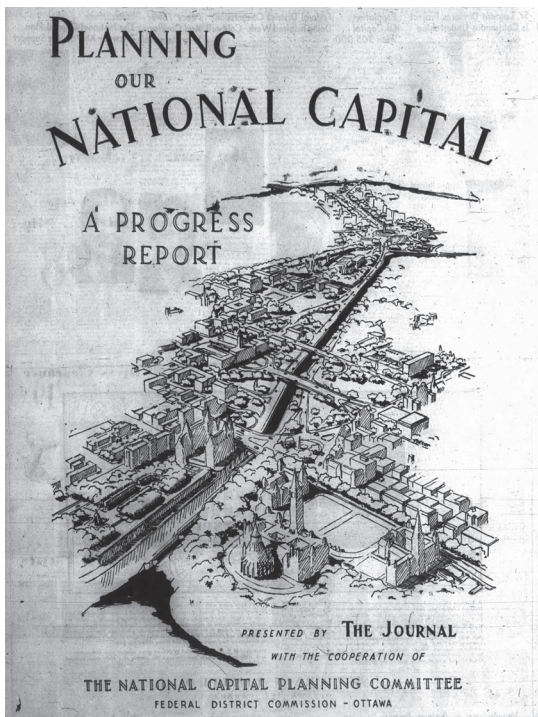
In 1936, realizing that the improvement and beautification of Ottawa remained a challenge, Prime Minister William Lyon Mackenzie King approached Jacques Gréber, a French urban planner, to prepare a master plan for Ottawa. Gréber's work with FDC and City of Ottawa planners was delayed because of the Second World War, so the plan was not filed until 1949.

Gréber's "General Report on the Plan for the National Capital Region" adapted ideas from earlier plans that shifted the emphasis of the FDC's, and later, the NCC's work towards preparing for significant growth in the Capital in terms of population and the government offices. In the Ottawa Reach, an important step was taken when railways were moved out of the core of the city. This left the east bank of the Rideau Canal ready for renewal. Colonel By Drive was extended along the former rail right of way to connect Hawthorne Avenue to Rideau Street. Other actions related to the Gréber Plan that were particularly impactful on the Ottawa Reach were the development of Carleton University, the placement of the National Arts Centre, and the identification of the site of the Major-General George R. Pearkes Building for a federal office complex.

The recreational value of the Ottawa Reach also expanded in the post-war period in anticipation of the city's population growth. Vincent Massey and Hogs Back Park (now separate parks) was completed in the early 1960s as part of the development of Confederation Heights, which helped relieve pressure on other parks in Ottawa. Canada's centennial celebrations in 1967 led to growing recognition of the heritage value of the



Rideau Canal, looking south towards Union Station, 1927.
Source: Clifford M. Johnston, Library and Archives Canada, PA-056251



Special edition of the Ottawa Journal documenting progress on the implementation of the 1950 Plan for the National Capital. Credit: The Ottawa Journal, 2 July 1952, p. 29



Postcard view of the Rideau Canal, c. 1905, east of Bronson Avenue in Mutchmor's Cut. Credit: City of Ottawa Archives, MG344-1-9-4

Rideau Canal. In 1972, the canal was transferred from the Department of Transport to Parks Canada, shifting the focus from purely transportation to historic preservation and interpretation. That same year, the NCC launched the Rideau Canal Skateway, creating the world's largest skating rink in the heart of the Capital. Winterlude was founded by the NCC in 1979, which helped establish the Ottawa Reach as an official place for winter cultural events.

In the early 21st century two new pedestrian bridges – the Corktown Footbridge built in 2006 and the Flora Footbridge built in 2019 – strengthened the Rideau Canal's position as a civic unifier of neighbourhoods, rather than a barrier between them. As with all bridges in the Ottawa Reach, the footbridges have a low profile and rely on below deck superstructures.

Through these initiatives – place-making and experience development – the Rideau Canal has become a cherished part of Ottawa and the Capital.

2.2 Environment

The history and ecology of the Rideau Canal are inextricably linked. The construction of the Canal resulted in vast flooding of large areas that permanently reshaped the geography and the hydrological systems of the area. Despite water levels being raised or manipulated as part of the construction of the Canal, the Rideau Waterway's lakes, wetlands and waterways are known for their ecological diversity and significance.²³ Flowing through an urban landscape, the ecological wellbeing and future of the Ottawa Reach is of interest and, in some cases, concern. The threats posed to the health of the Ottawa Reach's ecosystems include:²⁴

- Phosphorus and other nutrient levels that exceed provincial guidelines
- Invasive species which threaten biodiversity and indigenous species
- An increase in the biomass of harmful aquatic plants and algae

The increasing population demands of the National Capital Region and the inevitable effects of climate change also threaten the ecological well-being of the Ottawa Reach and the Rideau Watershed as a whole.²⁵ Urban and agricultural run-off, pollution, and excessive nutrients incurred through stormwater retention pose challenges to the watershed's future.

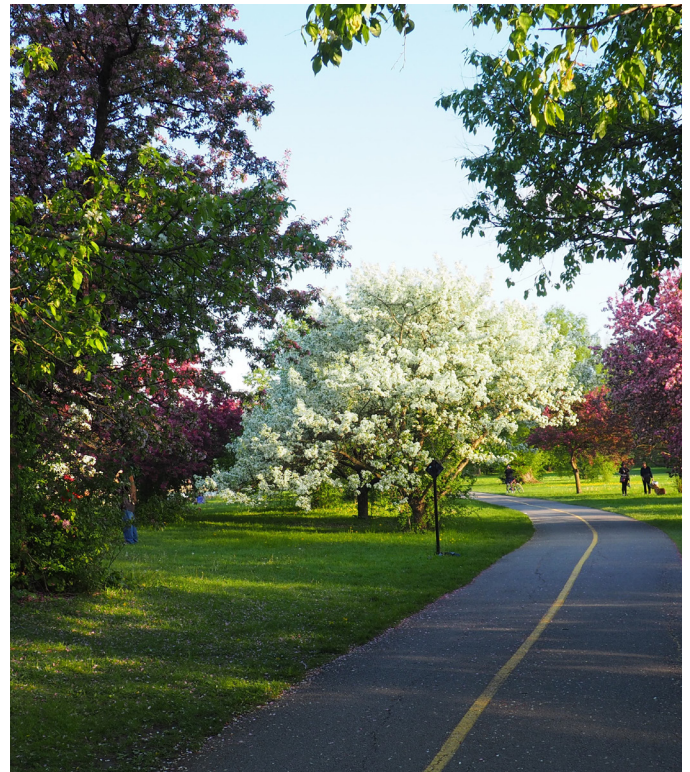
As noted by the Rideau Valley Conservation Authority's *Watershed Conditions Report* (2023), despite existing threats and the fact that environmental conditions are generally poorer in highly developed areas, even the most urban areas of the Rideau Watershed (which includes the Ottawa Reach) contain "pockets of excellent natural health."²⁶ An indicator of this "excellent natural health" is the diverse and resilient fish population of the Ottawa Reach. In fact, the Rideau Canal boasts among the most diverse fish communities in Canada and is considered an important urban recreational fishery in the province of Ontario. Further, the *Watershed Conditions Report* notes that upon testing, most catchments either did not demonstrate significant trends in nutrient levels, or those which did suggested improved water quality. Parks Canada, the City of Ottawa and the NCC continue to monitor and develop ameliorated stormwater management projects.

While the Rideau Canal had only 25% natural riparian cover (that being wetland, woodland, and meadow-thicket along the shoreline) between Parliament Hill and Hogs Back as of 2020, efforts are being made to preserve and increase that percentage.²⁷ For instance, the Central Experimental Farm is home to the Fletcher Wildlife Garden, run by the Ottawa Field-Naturalists' Club, an area where native plant species are encouraged to grow in a naturalized landscape. This promotes the presence of fauna (birds, reptiles, amphibians, and mammals). The Fletcher Wildlife Garden includes a pollinator meadow providing habitat to the Endangered Monarch butterfly. The garden has also been frequented by a barred owl, a bird that is normally found in large, unfragmented forests.

Overall, the Canal has been assessed as having "fairly high water quality" and "good ecological health and biodiversity."²⁸ The Ottawa Reach is a diverse and resilient home to an abundant fauna population, including several protected species, and an important landscape of flora which continues to thrive in the face of urbanization.



Snapping Turtle, May 2024.
Credit: Matrix Heritage



The Arboretum, May 2024.
Credit: Matrix Heritage



NCC rowboat on the Rideau Canal in Ottawa, June 1973.
Credit: Dick Darrell, Toronto Star Photograph Archive, Toronto Public Library, TSPA_0107378F

3: Planning and Conservation Framework

Planning and conservation tools already exist that can help address the appropriateness of development and other types of changes that might affect the cultural heritage value of the Rideau Canal and the Ottawa Reach. Challenges remain, however, in determining how to address jurisdictional responsibilities that may weaken conservation as an objective when reviewing proposed change.

In addition to these tools, the Partners rely on the *Standards and Guidelines for the Conservation of Historic Places in Canada* to guide the management of heritage resources. They also depend on an impressive base of reliable information about the Rideau Canal and the Ottawa Reach produced by the Partners, academics, community groups, and individuals who generously share their knowledge and expertise.

“Preserve the lands around [the Canal].”

*Comment from the Ottawa Reach Public
Engagement Kiosks*

3.1 Rideau Canal World Heritage Site

The Rideau Canal was inscribed on the World Heritage List in 2007 by UNESCO for its engineering technology and role in world history. The UNESCO Statement of Outstanding Universal Value defines the inscribed property, in part, as including “all the main elements of the original Canal together with relevant later changes in the shape of watercourses, dams, bridges, fortifications, lockstations and related archaeological resources.”²⁹ 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. To help address requirements for protecting and managing the Rideau Canal WHS, a 30-metre buffer zone was introduced to provide the site with an added layer of protection.³⁰

In the formal decision to inscribe the Canal to the World Heritage List, UNESCO recommended that “following a study of the visual setting of the canal, consideration is given to strengthening its visual protection outside the buffer zone, in order to ensure the visual values of the setting are protected alongside environmental values.”

Inscription as a WHS does not change legal status, ownership or management of designated lands. UNESCO has no jurisdiction over the site. Neither provincial nor federal governments acquire any new level of jurisdiction. Because UNESCO administers the World Heritage program the site can be delisted if the terms of the World Heritage Convention are not followed.

UNESCO’s *Operational Guidelines for the Implementation of the World Heritage Convention* (2021) regarding the legislative, regulatory and contractual protection measures for WHSs state (s. 97) that:

All properties inscribed on the World Heritage List must have adequate long-term legislative, regulatory, institutional and/or traditional protection and management to ensure their safeguarding. This protection should include adequately delineated boundaries. Similarly States Parties should demonstrate adequate protection at the national, regional, municipal, and/or traditional level for the nominated property.³¹

Protecting the Outstanding Universal Value of the site to uphold the Rideau Canal’s place on the World Heritage List is the legal responsibility of the federal government, and is supported by provincial and municipal land use planning and management actions that are within their jurisdictions.

In response to UNESCO’s recommendation to protect the visual values of the canal’s setting, Parks Canada spearheaded the Rideau Corridor Landscape Strategy in 2010, which comprises representatives from First Nations, federal, provincial, county and municipal governments and conservation authorities working together to address planning and management along the Rideau corridor through improved communications, information sharing, and collaborative initiatives.

Management of the Rideau Canal is supported by the Rideau Canal World Heritage Site Management Plan, prepared in 2005 as part of the government’s World Heritage nomination submission. The management plan identifies the world heritage values that will be protected, the legislative and policy framework for management of the property, the elements of the management system in place to protect the property, and mechanisms for monitoring and periodic reporting.

3.2 Parks Canada

Parks Canada is responsible for the management and operation of the Rideau Canal National Historic Site, and World Heritage Site. This responsibility includes but is not limited to protecting the commemorative integrity and outstanding universal value of the site, safe navigation of the waterway, water management, and some aspects of environmental stewardship. This work is guided by a suite of regulations, policies and plans, such as:

- *Department of Transport Act*
- *Species at Risk Act*
- *Impact Assessment Act*
- *Historic Canals Regulations*
- *Policies for In-Water and Shoreline Works and Related Activities, 2007*
- *Historic Canals Policy, 1994*
- *Cultural Resource Management Policy, 2013*
- *Standards and Guidelines for the Conservation of Historic Places in Canada*
- *Rideau Canal and Merrickville Blockhouse National Historic Sites of Canada Management Plan, 2022*
- *Rideau Canal World Heritage Site Management Plan, 2005*

In addition to these and other documents listed in the Sources section of this report, the *Ottawa Reach Study* specifically draws on the *Rideau Canal Locks 1-12 Heritage Value Assessment 2022-2023* in understanding and communicating the heritage value and character-defining elements of the three lockstations within the Ottawa Reach.

3.2.1 Rideau Canal and Merrickville Blockhouse National Historic Sites of Canada Management Plan (2022)

The primary purpose of the Rideau Canal Management Plan is to provide strategic direction for the management of the Rideau Canal for the next 10 years. The plan states that federal, provincial and municipal governments all have a role in protecting the heritage character of the Canal.

Three key strategies guide the management of the Rideau Canal over the ten-year period:

- Key Strategy 1: Advance the understanding, conservation and presentation of the Rideau Canal's rich and complex cultural and natural heritage environment
- Key Strategy 2: Realize the Rideau Canal's full potential as an iconic Canadian outdoor destination
- Key Strategy 3: Effectively administer a 19th-century canal in the 21st century

The Management Plan recognizes that individual and cumulative development and activities within and beyond the 30-metre buffer zone are having negative impacts on the cultural, natural and scenic values of the Rideau Canal. Through the municipal land use planning process, and the NCC's federal approval process in the National Capital Region, Parks Canada, in cooperation with the conservation authorities, comments on development applications on lands contiguous and in close proximity to the Rideau Canal to ensure the commemorative integrity and outstanding universal value of the property is conserved. The Agency also contributes to county and municipal official plan reviews to encourage stronger policies that recognize, protect and promote the waterway.

3.2.2 Rideau Waterway Canadian Heritage River

The Rideau Waterway was designated a Canadian Heritage River in 2000 for its cultural heritage and recreational values.³² These values include, "elements of the national historic site, its historic setting, the wide range of water-based recreational activities, and water quality suitable to recreation."³³ From coast to coast to coast, Canadian Heritage Rivers offer visitors a chance to experience great waterways, learn about their history and share in their stewardship. The Canadian Heritage River System recognizes 41 rivers and waterways, representing over 10,000-km of rivers nationally. Parks Canada is responsible for managing the Canadian Heritage River program. The system aims to encourage citizen stewardship, tourism, and storytelling, and identifies the following priorities for 2020-2030:

- Priority 1: Advancing Indigenous reconciliation on Canadian Heritage Rivers
- Priority 2: Strengthening the Canadian Heritage Rivers Network
- Priority 3: Excellence in river management and conservation
- Priority 4: Engaging Canadians in celebrating and stewarding heritage rivers³⁴

3.3 National Capital Commission

The National Capital Act gives the NCC four specific roles: long-term planner of federal lands, principal steward of nationally significant public places, creative partner committed to excellence in development and conservation, and approval authority within the National Capital Region (NCR). Planning and policy documents guide the work of the NCC on federal lands, including federal lands adjacent to the Rideau Canal, whether within or outside the 30-metre buffer. Programming of special events and festivals on NCC land is the responsibility of the Department of Canadian Heritage.

Through its legislated mandate, the NCC coordinates the development of federal lands in the NCR and, through the Federal Land Use, Design and Transaction Approval (FLUDTA) process, engages with proponents to ensure that their program objectives are met and that their projects contribute to the living legacy of the Nation's Capital. The NCC must also meet obligations for cultural heritage conservation under the Impact Assessment Act.

In the NCR, the NCC is also custodian of cultural landscapes, heritage buildings, monuments, archaeological sites and collections, documents and records. It reviews proposals for work or alterations to federal heritage properties, manages designated



*Parks Canada Lock Operators, Ottawa Locks, 2022.
Credit: Parks Canada*

federal buildings and national historic sites, manages the official residences, recognizes cultural landscapes, manages archaeological resources on federal lands, and supports commemorations and public art programs to help communicate the Capital's heritage. The NCC's role regarding the Ottawa Reach is summarized in *The Plan for Canada's Capital, 2017-2067* which states that "The NCC will continue to work with Parks Canada to protect and enliven the Rideau Canal World Heritage Site, and ensure that the settings respect the Rideau Canal World Heritage Site Management Plan submitted to UNESCO."³⁵

In addition to using the *Standards and Guidelines for the Conservation of Historic Places in Canada*, the pan-Canadian standard for directions and advice for heritage conservation, the NCC draws on a set of plans and policies for planning federal lands in the Ottawa Reach. Key documents relevant to the Ottawa Reach include:

- *The Plan for Canada's Capital, 2017-2067*
- *Capital Urban Lands Plan, 2015*
- *Core Area Sector Plan (2005) (under review)*
- *Capital Pathway Strategic Plan, 2020*
- *NCC Sustainable Development Strategy, 2023-2027*
- *NCC Accessibility Plan, 2023-2026*
- *Capital Illumination Plan (2017-2027)*
- *Capital Design Guidelines, 2023*

- *Parkways Planning and Design Guidelines (under review)*
- *The Guide for the Management of Archaeological Resources (2008)*
- *NCC's Bird-Safe Design Guidelines (2021)*

A summary of the NCC guidance documents is included in Appendix 3. The Ottawa Reach Study aims to inform the NCC's Core Area Plan and the Parkway Planning and Design Guidelines, currently under review, and the Urban Lands Plan, when it is reviewed.

3.4 City of Ottawa

The City of Ottawa is the authority responsible for land use planning and assessments of development applications on private lands in the city. The City of Ottawa's Official Plan (OP) (2022) and the Provincial Planning Statement (PPS) (2024) are the major planning and policy documents that guide the work of the City of Ottawa on private lands.

The City's role regarding the Ottawa Reach is to assess the impact of development adjacent to the Rideau Canal, both within and outside the 30-metre buffer zone and to manage change on designated heritage properties within the boundaries of the study. In addition to the OP and PPS, the City uses the Ontario Heritage Act and the *Standards and Guidelines for the Conservation of Historic Places in Canada* to assess impact on the Rideau Canal.



Dow's Lake looking north, April 2024.
Credit: Matrix Heritage

3.4.1 Official Plan (2022)

The City of Ottawa's current *Official Plan* came into effect on 4 November 2022 and guides the development of the City to a population of two million and to the year 2046. A summary of relevant policies from the OP is included in Appendix 4, which is about the Official Plan, and in Appendix 5, which is focused on the Rideau Canal Special District.

3.4.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS), which is periodically updated, provides policy direction on matters of provincial interest related to land use planning and development for Ontario's municipalities.

The current PPS came into effect on 20 October 2024. Issued under Section 3 of the Planning Act, The Planning Act requires municipal and provincial land use planning decisions to be consistent with the PPS.

The Rideau Canal is a "cultural heritage landscape" and considered a "protected heritage property" using the definitions from the PPS. Section 4.6 Cultural Heritage and Archaeology of the PPS specifies that a "protected heritage property", which may contain built heritage resources or cultural heritage landscapes shall be conserved" and that "planning authorities shall not permit development and site alterations on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved." Planning authorities are also encouraged to develop and implement: "proactive strategies for conserving significant built heritage resources and cultural heritage landscapes." However, to become a "significant" cultural heritage resource, the resource must have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act. The Rideau Canal is currently not considered a significant heritage resource as per the definitions in the PPS.

3.4.3 Heritage Designations Under Parts IV and V of the Ontario Heritage Act

The City has designated 15 individual properties in the Ottawa Reach under s. 29, Part IV of the Ontario Heritage Act. A list of designations is provided in Appendix 7.

The City has also designated the Clemow-Monkland Driveway and Linden Terrace Heritage Conservation District (HCD) under Part V of the Ontario Heritage Act. The eastern portion of the HCD is within the boundaries of the Ottawa Reach.

3.5 Public Services and Procurement Canada

3.5.1 Parliamentary Precinct Long Term Vision and Plan

Since the late 1980s, PSPC has completed detailed land use, urban design, landscape, and demonstration plans for the Parliamentary Precinct. The latest approved *Long Term Vision and Plan* dates from 2006.³⁶ PSPC's update to the 2006 LTVP for the Parliamentary Precinct is in progress, while an initiative to begin a similar update for the Judicial Precinct Master Plan is underway.

The *Long Term Vision and Plan* is the primary subsector planning document for the Parliamentary Precinct for PSPC lands and takes precedence over any guidelines in this Rideau Canal Cultural Landscape Study.

The LTVP update currently underway will provide high-level strategic level guidance for heritage conservation of the Parliamentary Precinct. Documents such as heritage conservation guidelines, heritage character statements, and others more fully describe its heritage character. Within the Parliamentary Precinct, PSPC must consider heritage conservation, environmental sustainability, security, universal accessibility, parliamentary business, as well as buildings and grounds operations in its planning.

3.5.1.1 Overlapping Heritage Values

Indigenous peoples have had a presence in the Ottawa Valley, which includes the escarpment of Parliament Hill and the Entrance Valley, for millennia. Later, Barrack Hill was part of the lands initially reserved for associated military infrastructure to protect the entrance to the Rideau Canal. After the selection of Ottawa as the capital of the united provinces of Canada at the end of 1857, and its subsequent selection as the site for a future Parliament, Barrack Hill became Parliament Hill. Since that time, the direct association between the shared military purpose of the Rideau Canal and Parliament Hill changed to one of different and overlapping identities.

The Parliamentary Precinct continues to evolve as all human activity based cultural landscapes do. The escarpment and Entrance Valley were first logged, then part of military, residential, and industrial landscapes, then revegetated when it became Canada's Parliament Precinct. Should requirements for the open, safe, and secure operations of Parliament evolve, PSPC will work with the Federal Heritage Review Office (FHRO) and the Parks Canada to ensure any intervention to the escarpment and Entrance Valley are visually unobtrusive.

Any heritage values related to the Rideau Canal ascribed to PSPC lands within the Parliamentary Precinct are understood to be subordinate to, yet overlapping with, the primary heritage identity and values of Parliament Hill. The heritage character of Parliament Hill will be used as the primary character on PSPC lands to evaluate proposals submitted to the Federal Heritage Review Office.

The iconic views of Parliament Hill and its central place in Canada's democracy are indicative of its primacy relative to the central capital landscape. The image on the \$1 bill circulated from 1974 to 1989 provides a image of the role that the escarpment plays in the picturesque setting and heritage character of Parliament Hill, and its importance to Canadians.

As the NCC's 2007 *Canada's Capital Views Protection* study mentioned, "The National Symbols – Canada's parliamentary, judicial and cultural buildings and their landscape setting, form a unique and memorable ensemble of great civic, national and international significance. They are part of, and represent, the nation's identity."



The Canadian \$1 note was issued in June 1974 showing a broken log boom on the Ottawa River below Parliament Hill. The note used a 1963 photograph by Malak Karsh. Credit: Bank of Canada

3.5.1.2 Nighttime Character of Parliament Hill

The heritage character of the Canal and adjacent lands is also present at nighttime. The *Parliamentary Precinct Exterior Lighting Master Plan* is a supporting plan that guides nighttime lighting of the Precinct. The area of the escarpment within the study is generally proposed to remain unlit other than the NCC's pathway to conserve the natural environment. The lighting treatment of pedestrian connections on stairs up and down the escarpment was not studied in detail and may change to address universal accessibility (UA) concerns. Since the lighting plan was finished in 2015, UA concerns have increased in importance, particularly since Parliament adopted the *Accessible Canada Act*.



Commissioners Park and Dow's Lake, April 2024.
Credit: Matrix Heritage

4: Statement of Significance for the Ottawa Reach Cultural Landscape

4.1 Preamble

The Ottawa Reach Cultural Landscape encompasses the 8.2-kilometres at the northern extent of the 202-kilometre Rideau Canal, a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site (WHS), National Historic Site of Canada (NHS), and Canadian Heritage River (CHR). The Ottawa Reach Cultural Landscape is both contiguous and indivisible from the cultural landscape of the Rideau Canal as a whole, but distinguishable as a unique section of the Canal, shaped by a particular combination of local, national, and international forces. This Statement of Significance addresses the Ottawa Reach specifically, an area that overlaps with the larger landscapes of the Rideau Canal and Rideau Waterway but is also geographically and historically different from them.

The Ottawa Reach Cultural Landscape is from the north end of Mooney's Bay, above the Hogs Back Locks, to the Ottawa Locks at the Ottawa River, the place at which the construction of the Rideau Canal was begun. As with the entirety of the Rideau Canal, the Ottawa Reach Cultural Landscape is a singular linear experience, within which seven individual Character Areas have been identified through the study.

The Rideau Canal *Statement of Outstanding Universal Value* identifies the Canal as a WHS for its status as both:

- 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.
- 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.

It has been argued that there is in fact, “no other canal [that] is comparable to the Rideau Canal as a slackwater system,” where dams and embankments were used on existing waterways to create navigable sections.³⁷ Only nine percent (about 20-kilometres) of the total length of the Rideau Canal required excavation.³⁸ The Rideau Canal was the first canal designed for use by steamships,³⁹ and as the majority of canals in Europe and North America were constructed primarily to serve commercial functions it has been noted that, “The Rideau Canal is a rare example of a canal that was built primarily for military purposes...heavily fortified with blockhouses, defensible lockmaster’s houses, Fort Henry [in Kingston], and four Martello towers,”⁴⁰ and, further, was, “the largest single public works expenditure in the history of the British Empire at the time of its construction.”⁴¹

The Rideau Waterway, which includes the Rideau River and the Rideau Canal, is designated a Canadian Heritage River for “its outstanding cultural and recreational heritage values.”⁴²

The Ottawa Reach Cultural Landscape is representative of the above-listed Outstanding Universal Values, and the heritage significance characteristic of the Rideau Canal as a whole, while also demonstrating additional heritage values related to its role as both a civic and Capital landscape. Almost all the present-day setting of the Canal in the Ottawa Reach, as well as parts of the Canal itself, resulted from local interventions made for civic or Capital reasons.

4.2 Description of the Historic Place

The Ottawa Reach Cultural Landscape is the 8.2-kilometre section of the Rideau Canal flowing downstream from the north end of Mooney’s Bay, above the Hogs Back Locks, at the Ottawa Locks at the Ottawa River. The landscape’s boundaries generally correspond to the limits of the *Rideau Canal Special District* outlined in the City of Ottawa Official Plan.

The Ottawa Reach Cultural Landscape includes:

- The Rideau Canal between the Ottawa Locks and the Hogs Back Locks
- A portion of the escarpment below Parliament Hill along the Ottawa River
- Federal and municipal lands along the Canal, including Queen Elizabeth Driveway, Colonel By Drive, Echo Drive, and associated multi-use pathways
- Patterson Creek and Brown’s Inlet
- The north end of Mooney’s Bay and Parks Canada-administered lands on the northeast side of Mooney’s Bay
- Prince of Wales Falls and part of Hogs Back Park
- The first row of properties beyond the federal and municipal lands, including:
 - Approximately 380 residential lots and two schools
 - Landmark buildings, such as the Château Laurier, National Arts Centre and Rogers Centre
 - Designated federal and municipal heritage properties, such as the Drill Hall and Senate of Canada Building
 - HMCS *Carleton* at Dow’s Lake
 - A portion of the Central Experimental Farm, namely, the Arboretum and other lands on the east side of Prince of Wales Drive
 - A portion of the land being developed as part of the Ottawa Hospital’s New Civic Campus
 - Part of Carleton University

The civic neighbourhoods that include portions within the boundaries of the Ottawa Reach are:

- Lowertown
- Sandy Hill
- Centretown
- Golden Triangle
- The Glebe
- Old Ottawa East
- Old Ottawa South
- Dow's Lake
- Little Italy
- Rideauview Terrace
- Courtland Park

The Ottawa Reach is also known for key events associated with the Canal. The Rideau Canal Skateway extends along the 7.8-kilometres stretch of the Canal between the Ottawa Locks and Hartwells Lockstation. Initiated by the NCC in 1972, with a corresponding festival, Winterlude, founded by the NCC in 1979, the events are known for attractions, such as ice sculptures, maple taffy on snow, and Ottawa's favourite pastry treat, the Beavertail. The events represent the defining mid-winter tradition for residents of the Capital and visitors. The Rideau Canal Skateway adds to connections through the Ottawa Reach and offers winter views from the middle of the Canal.

The Canadian Tulip Festival, another key event, includes plantings and activities along the Canal, particularly at Commissioners Park on Dow's Lake, and at Major's Hill Park. The Canadian Tulip Festival has civic significance as an annual tradition for Ottawa families and visitors to the region. It also has national significance as a symbol of the relationship between Canada and the Netherlands, the role of Canada in liberating the Netherlands during the Second World War, the role of Ottawa as host to the Royal Family of the Netherlands while in exile during the Second World War, and the birthplace of Princess Margriet at Ottawa's Civic Hospital, near Dow's Lake.

4.3 Heritage Values of the Ottawa Reach

The Ottawa Reach Cultural Landscape is representative of the *Statement of Outstanding Universal Value for the world heritage site*, and *Statement of Commemorative Intent* for the national historic site, while also demonstrating additional heritage values.

4.3.1 World Heritage and National Historic Values of the Ottawa Reach

The Ottawa Reach Cultural Landscape aligns with the *Statement of Outstanding Universal Value for the Rideau Canal WHS* as follows, in part:

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

The Historic Sites and Monuments Board of Canada recommended that the Rideau Canal is of national historic significance because:

- Built between 1826 and 1832, it is the best preserved canal from the great canal-building era in North America that is still fully operational.
- Its historic structures and environment speak to its ingenious design, construction, and military purpose, as well as to its social and economic functions.
- It exemplifies cutting edge canal design due to Lieutenant-Colonel John By's innovative "slackwater" approach, which created a navigable route from natural waterways and lakes on a scale previously unseen in North America, and because it was one of the first canals in the world engineered specifically for steam-powered vessels.
- Its construction through more than 200 kilometers of bush, swamps, and lakes was a monumental feat. Each year, as many as 5,000-6,000 workmen assembled at over two-dozen worksites. The great majority of the labourers were Irish and French Canadian toiling under the supervision of contractors and the Royal Engineers. Working primarily with hand tools and in extremely difficult and dangerous conditions, these labourers and skilled craftsmen, such as Scottish stonemasons, endured disease and injury, with large numbers dying during the canal's construction.
- In the aftermath of the War of 1812, when relations with the United States were tense, it was built to serve as a military canal and represented a

fundamental component of Britain's defences in the interior of North America, safeguarding the supply lines between Montréal and Lake Ontario by providing an alternative and more defensible route to that along the St. Lawrence River.

- It contributed significantly to the social and economic development of Upper Canada / Ontario prior to 1850, when it was a key artery for the movement of goods and people in and out of the colony. After that time, it continued to be of local commercial importance until the 1930s; since then, it has served as a popular recreational route.

The Ottawa Reach reflects these values in the following ways:

- Construction of the Ottawa Reach as a navigable canal was accomplished by
 - Making use of existing natural features, including Dow's Great Swamp, a natural gully, a beaver meadow, and the entrance valley
 - Damming Three Rock Rapids (now Hogs Back) to create a navigable lake at Mooney's Bay
 - Flooding Dow's Great Swamp to create Dow's Lake
- The Ottawa Reach retains its original route with most of its original structures intact, including:
 - The excavated channel of the Canal between the Ottawa Locks and Dow's Lake, and between Dow's Lake and Hogs Back Lockstation
 - The Ottawa Locks, Locks 1-8, including the lock chambers, the limestone masonry lock walls, the timber lock gates, cast iron hand-operated winches, the masonry canal walls and the sets of stone access stairs, curved limestone wing walls flanking the terminus lock, and the timber lock gates
 - The stabilized archaeological remains of the Royal Engineer's office and the Sappers bridge
 - Embankments at Dows Lake
 - Hartwells Lockstation, Locks 9-10, including the lock chambers, curved limestone wing walls at both ends, the timber lock gates, cast iron hand-operated winches, sluice and masonry canal walls
 - Hogs Back Lockstation, Locks 11-12, including the lock chambers, curved limestone wing walls at both ends, the timber lock gates, cast iron hand-operated winches, and masonry canal walls
 - The Commissariat Building / Bytown Museum
 - The Hogs Back Dam, which remains essentially unchanged from 1832

- The Hogs Back Weir, which has been rebuilt over the years, but is both a functional part of the Canal system and shapes the Prince of Wales Falls, resulting from the placement of the dam and weir

- The Ottawa Reach exemplifies the significance of the Rideau Canal as a military construct in:
 - Its associated military structures, including the Commissariat Building and the Defensible Lockmaster's House at Hartwells Lockstation
 - The choice of a canal route that allows for navigation away from the border with the United States
 - The early history of Parliament Hill, immediately adjacent to the Ottawa Locks, as Barrack Hill, a military barrack and fortification
- While a small European settlement existed at Wrightsville, in the location of present-day Gatineau, the construction of the Rideau Canal instigated the development of Bytown, now Ottawa
- The establishment of the Rideau Canal directly resulted in the founding of Bytown, now Ottawa, and the subsequent patterns of development of Ottawa's earliest neighbourhoods

4.3.2 Civic and Capital Values of the Ottawa Reach

In addition to aligning with the *Statement of Outstanding Universal Value* and the *Statement of Commemorative Inten*, the cultural landscape of the Ottawa Reach demonstrates heritage values specific to its role as both a civic and Capital landscape. The relationship between the Rideau Canal and Ottawa as a civic and Capital space is a reciprocal one.

Aesthetic Value

The Ottawa Reach Cultural Landscape has heritage value because it reflects defined, or otherwise notable architectural styles or landscape concepts. These include:

- The 19th-century military architecture of the Commissariat Building / Bytown Museum, and the Defensible Lockmaster's House at Hartwells Lockstation
- The City Beautiful Movement, as seen in roads and parks that encouraged high quality residential development, especially Linden Terrace, Queen Elizabeth Drive, Echo Drive, and Colonel By Drive west of the Bank Street Bridge

- The parks that are associated with City Beautiful ideas, including Patterson Creek Park, Brown's Inlet, and Commissioners Park
- The role of Ottawa's first park, Major's Hill Park as a gathering space for ceremonial events where views of the Ottawa River and Parliament Hill contributed to a sense of the significance of Ottawa as the Capital
- The Victorian and Edwardian streetscapes on Queen Elizabeth Driveway in the Golden Triangle and Glebe neighbourhoods
- The orientation of residences towards the Driveways, Patterson Creek, and Brown's Inlet
- The grace, beauty and peacefulness of the CEF Arboretum
- A glimpse of the rural past in a view from Hartwells Lockstation towards a CEF field
- The variety of architectural styles represented by the Carleton University campus, including Dunton Tower in the International Style, and several buildings in the Brutalist style
- Recognized and formally designated heritage properties found throughout the Ottawa Reach

Historical Value

The Ottawa Reach Cultural Landscape has historical value as an internationally significant work of civil and military engineering, as explained in relation to the *Statement of Outstanding Universal Value*, and includes additional Civic and Capital engineering values.

- The large extent of the excavated channels in the Ottawa Reach⁴³
- The set of Ottawa Locks (Locks 1-8), which are the highest and longest set of locks on the entire Rideau system, consisting of a continuous flight of locks with an elevation change of 24.1-metres
- The visibility of the changes in elevations between the Canal and Rideau River at Hogs Back and between the top and the bottom of the Ottawa Locks
- The manner in which Capital and civic engineering requirements responded to the Canal landscape by various means, including building bridges, infilling the Bywash and the basin south of the Plaza Bridge, expanding Lansdowne Park lands by infilling the inlet from the Canal

The historic value of the Ottawa Reach Cultural Landscape is also due to its direct connections with events, activities, and people associated with the development of Ottawa as a city, the region, the Province of Ontario, and Canada as a nation. The connections include:

- Military and civilian builders of the Canal, including Lt.-Col. By, Royal Engineers, Royal Sappers and Miners, British stonemasons, and a large local workforce of French Canadians, Irish immigrants, and others, many of whom stayed in Bytown and formed the base of the population that became Ottawa, especially prior to Confederation
- The founding of Bytown, the precursor to Ottawa, by Lt.-Col. By
- The association of the Rideau Canal with key figures in the history of Ottawa, including Philomen Wright, John Redpath and Thomas McKay, all contractors on the Rideau Canal in this location
- Its association with Lord Dalhousie, Governor-in-Chief of British North America, and his vision to use canal building to strengthen land and water communications, military defense, and communications
- The strategic location of the Rideau Canal as an in-land water route a distance away from the United States during a period of military tension, a factor that also impacted the choice of Ottawa as the Capital of Canada
- The establishment of Ottawa as a Capital
- Prime Minister Sir Wilfrid Laurier's desire to transform the city into a more appealing capital city that would reflect Canada's emerging national identity, resulting in the founding of the Ottawa Improvement Commission in partnership with the City and in the intentional beautification of the Ottawa Reach, influenced by the plans of Frederick Todd and Jacques Gréber
- The founding of Major's Hill Park as Ottawa's first park
- The development of the Queen Elizabeth Driveway as Ottawa's first scenic parkway
- The importance of the Canal as a site of recreation, natural beauty and public activities.

Scientific Value

The Ottawa Reach Cultural Landscape has heritage value because it is an important source of knowledge for research and study. This includes:

- Significant portions of the Central Experimental Farm and the Dominion Arboretum, which are active sites of scientific investigation, including multi-generational experiments and data collection
- As an ecological corridor within a heavily manipulated urban environment that is nonetheless home to numerous birds, animals, and aquatic species, including species at risk
- The health of the Ottawa Reach and its role as a migratory corridor.

Although it is the most urban section of the Rideau Canal, the Ottawa Reach is also significant for:

- Wetlands, woodlands and shorelands of the Dominion Arboretum
- Woodlands and shorelands of the Ottawa Lockstation area and Hogs Back Park
- Bird, fish and animal habitats
- The presence of many significant trees, along the parkways, on residential lots, in parks and in the Dominion Arboretum, including those identified as Remarkable Trees of Canada's Capital by the NCC.

Cultural Value

The Ottawa Reach Cultural Landscape has cultural value in the numerous cultural traditions and experiences it supports, including:

- Nearly 200 years of continuous operation as a navigable waterway
- Over 100 years as a recreational waterway
- The Rideau Canal Skateway program, which operates the world's largest skating rink along the 7.8-kilometres between the Ottawa Locks and Hartwells Lockstation⁴⁴
- The connections created from the Rideau Canal Skateway program within the Ottawa Reach and the opportunities offered to enjoy distinctive winter views
- The Canadian Tulip Festival, which includes plantings and activities along the Canal, particularly at Commissioners Park on Dow's Lake, and Major's Hill Park beside the Ottawa Locks

- The enjoyment of the Canadian Tulip Festival as an annual tradition for local families and visitors, and the Festival serving as an enduring symbol of the relationship between Canada and the Netherlands from Canada's role in liberating the Netherlands during the Second World War, in hosting to the Royal Family of the Netherlands while in exile during the War, and in being the birthplace of Princess Margriet at Ottawa's Civic Hospital
- The visual experience and juxtaposition of the canal, framed by its adjacent landscaped areas and driveways within the urban landscape of the Ottawa Reach, as viewed from the waterway or skateway

In addition to select organized events, the Ottawa Reach is highly prized:

- For its transportation networks, including the waterway, roads, parkways, bridges, and multi-use pathways, in all seasons
- As a location for relaxing activities and recreation, both for organized and informal events, providing the opportunity to be outdoors in a beautiful environment
- As a place of quiet and respite in the midst of the city.

Social Value

The Ottawa Reach Cultural Landscape is among the most significant features of the city of Ottawa which contribute to the Capital's and the community's identity. The Ottawa Reach has social value on a civic, national and international scale, including:

- The reciprocal historical relationship between the Rideau Canal and the city of Ottawa, with the city founded and made the Capital in large part because of the Canal, and the Canal beautified and continuously relevant because of the Capital and its national significance
- The influence of the Rideau Canal on the growth, design, and history of the urban character of Ottawa and the Capital
- The range of experiences on or around the canal that form part of the identity of Ottawa and the Capital and which make the Ottawa Reach a focal point for visiting the UNESCO World Heritage Site.

4.4 Character-Defining Elements

The Ottawa Reach Cultural Landscape exhibits certain overarching character-defining elements. Within the cultural landscape, each of the individual character areas identified in this report exhibit further character-defining elements, specific to each area.

Examples of the most significant physical (tangible) character-defining elements of the Ottawa Reach Cultural Landscape include:

- Its contribution to the completeness of the cultural landscape as a longstanding system of engineering works and supporting infrastructure 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 lockstations
- The original built resources, in particular, the form, craftsmanship, materials and locations of early buildings at the Ottawa, Hartwells, and Hogs Back Lockstations, including lockstation buildings, canal walls, locks, dams and weirs
- Archaeological remnants of canal construction
- Engineering components including the canal route, walls, locks, weirs, bridges such as the remains of Ottawa's Sapper's Bridge
- Operational technologies including the manual operation of all locks
- Dow's Lake and Prince of Wales Falls formed by 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 and 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
- The section near the National Arts Centre, where the difference in scale between the Canal and monumental government buildings of the 20th century highlights the evolution of the city
- The Bank Street Bridge, which is an elegant example of Beaux-Arts and civic architecture that aimed to have a positive impact on the Rideau Canal and its setting
- Queen Elizabeth Driveway and its plantings, combined with residential properties that retain treed areas facing the Canal, that create a soft edge along the Canal and also sustain the experience of travelling through a park-like setting when driving or using the multi-use pathways
- The scenic Brown's Inlet with its residential edge
- The picturesque Patterson Creek Park, pavilion and bridge continuously managed by the NCC and its predecessors
- The generally low profile of buildings along the Canal, screened by mature trees
- The relationship of the Canal to the Central Experimental Farm and Arboretum
- The distinction between lined and unlined sections of the Canal shoreline
- Cohesive use of NCC fixtures, including railings and lighting
- The light footprint of most bridges on the landscape, due to designs that keep bridges as low as possible without substantial superstructures.

Examples of the most significant cultural (intangible) character-defining elements of the Ottawa Reach Cultural Landscape include:

- The role of the Ottawa Reach as place of respite
- The role of the Ottawa Reach as corridor for multiple modes of transportation
- Annually occurring events, such as the Canadian Tulip Festival, the Rideau Canal Skateway, Winterlude, and organized recreational events
- Individual recreational activities on and along the Canal



*A stroll along the "Deep Cut" portion of the Canal.
Credit: NCC*

5: Character Areas



Looking north from the Laurier Avenue Bridge, 2014.
Credit: Parks Canada

5.1 ENTRANCE VALLEY

Ottawa Reach Character Area 1

Entrance Valley.

Credit: NCC



Entrance Valley

Ottawa Reach Character Area 1

Map 6



ACRONYMS:

CHR – CANADIAN HERITAGE RIVER • FHP – FEDERAL HERITAGE PROPERTY • NHS – NATIONAL HISTORIC SITE • PT IV – DESIGNATED MUNICIPALLY UNDER PART IV OF THE ONTARIO HERITAGE ACT • PT V – DESIGNATED MUNICIPALLY UNDER PART V OF THE ONTARIO HERITAGE ACT • WHS – UNESCO WORLD HERITAGE SITE

Selected Views (Entrance Valley)



1

Views from the Alexandra Bridge towards the Entrance Valley and Parliament Hill.

Credit: NCC



2

View from the Château Laurier Terrace and Major's Hill Park towards the Ottawa Locks and Parliament Hill.

Credit: Matrix Heritage



3

View from Ottawa Locks upwards towards the Plaza Bridge and the Château Laurier.

Credit: Parks Canada



4

View north from the Plaza Bridge towards the Ottawa Locks, Ottawa River, Parliament Hill, Château Laurier, Rideau Committee Rooms, Canadian Museum of History, Alexandra Bridge and Gatineau Hills.

Credit: Matrix Heritage

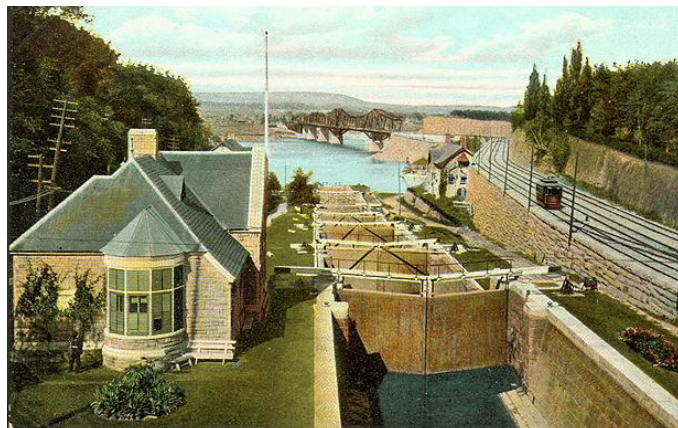
5.1.1 Description

The Entrance Valley Character Area, where the Rideau Canal meets the Ottawa River, includes the Ottawa Lockstation, the wooded slope of Parliament Hill on the west side of the valley, the slope up to Major's Hill Park on the east side with relics from its railway use, the Park itself (which was the site from which Lt.-Col. By administered the construction of the Canal), the Château Laurier, and the remains of Sapper's Bridge beneath the Plaza Bridge. The Ottawa Lockstation includes the lockstation landscape, a cultural resource of national significance, comprising: the magnificent flight of eight locks terminating at the Ottawa River; the Commissariat Building (now Bytown Museum); the Lockmaster's Office; the remains of the Royal Engineer's Building and Sappers Bridge, and other archaeological resources associated with the construction and operation of the Rideau Canal.

Due to the history, engineering design, location, vistas and setting of the Entrance Valley, it is a key visitor destination for an estimated one million people each year to stroll or cycle along the Canal and Ottawa River, boat through the locks, picnic, access water taxis and



View of the Ottawa Locks from Sappers' Bridge, 1864, including Col. Coffin's House and the Collector's office (not extant). Credit: "Presented by Mrs. Montague Anderson", City of Ottawa Archives, MG464-CA000224



Ottawa Locks, 1910. Credit: Baldwin Collection of Canadiana, Toronto Public Library Archives, PCR-1887

river cruise excursions, and enjoy spectacular views of the flight of eight locks, the Parliament Hill Escarpment, Parliament Hill, the Ottawa River, Alexandra Bridge, and the Canadian Museum of History in Gatineau, Québec. The Entrance Valley is also the point at which popular active transportation pathway systems meet – the Ottawa River Pathway, and the Rideau Canal Western Pathway, and the Rideau Canal Eastern Pathway south of Plaza Bridge. The Area is also a key point within the Ottawa Reach where the history and heritage of the Rideau Canal is shared through the services of Parks Canada and the Bytown Museum.

5.1.2 Heritage Value

The heritage value of the Entrance Valley Character Area is due to its history, exceptionally well-preserved historical resources, dramatic and picturesque topography, views, and experiential opportunities of national and international significance. Centered on the largest set of locks constructed along the entire Canal descending to the Ottawa River, this area served as the administrative centre for the Canal works and for its early operation. Iconic views over the Entrance Valley from the Plaza Bridge and Major's Hill Park provide exceptional vistas encompassing Parliament Hill, the Ottawa Locks, and the Ottawa River. The ensemble represents a powerful national collective image of Canada's Capital.

The area includes buildings and works related to the initial building and continued operation of the Rideau Canal and demonstrates the skills and resolve of Lt.-Col. By, the Royal Engineers, labourers and contractors in overcoming topographical challenges in a wilderness setting.

The Entrance Valley also has heritage value for being the location where goods and passengers once transferred waterways between the Ottawa River and the Rideau Canal to connect from Ottawa to either Montréal or Kingston during the first half of the 19th century. The shift in modes of transportation from water to land is evident in the later addition of the Château Laurier (a former railway hotel) and the remains of the railway tracks and tunnel that passed along the slope of the valley.

5.1.3 Character-Defining Elements

Character-defining elements that represent major components of the Entrance Valley Character area include:

- The Ottawa Lockstation, part of a NHS, WHS and CHR
- The escarpment cliffs and steep ravine, which was engineered, in part, from quarrying stone for the Ottawa Locks, illustrating the canal as an engineering marvel

- The vegetated escarpments rising above each side of the Valley with Canada's Parliament Buildings on the west and Major's Hill Park and the Château Laurier NHS on the east
- The landscaped park-like setting of the lockstation, with pathways, stairs, flowerbeds and retaining walls
- Views from the Plaza Bridge looking over and across the Valley and from the Ottawa River south over the flight of eight locks
- The unfolding view when descending alongside the locks to the Ottawa River
- Designated heritage properties (see Appendix 7)

Character-defining elements of the Entrance Valley Character Area associated with the Ottawa Lockstation include:

- The dramatic flight of eight locks that raises and lowers boats a total lift of 24.1 metres through the Entrance Valley, including:
 - Original lock mechanisms
 - Eight lock chambers
 - Stone masonry walls
 - Cast-iron and hand-cranked winches, and other historic lock technologies that continue to operate as they were originally designed

- Curved wing walls at the entrance to the first lock from the Ottawa River and the adjacent walls to the west used for boat mooring
- The timber lock gates
- The stone access stairs
- The configuration of the lock system (its length, width and depth)
- The in-situ ruins of the Royal Engineers Office, built in 1827 and demolished in 1911-2
- The original Commissariat Building (1827) and Lockmaster's Office (1884)

Character-defining elements of the Entrance Valley Character Area associated with the other components of the Area include:

- Major's Hill Park, once the original works yard for the Rideau Canal and named for Lt.-Col. By's successor Major Daniel Bolton, which is Ottawa's oldest public park (dating from 1876) with its:
 - Pathway system laid out in the 1870s by Robert Surtees, the city's engineer, to take advantage of the park's views and vistas and provide passive recreation
 - Commemorations and statues
 - NCC Remarkable Trees
 - The archaeological site of Lt.-Col. By's house
 - Maintenance Building FHP



Ottawa Locks, 1910.
Credit: Toronto Public Library Archives, PCR-1934

- The relics of the railway embankment and tunnel along the east side of the Valley
- The close relationship between the Canal and Parliament Hill, formerly Barrack Hill, which was acquired for fortifications (not built) to defend the Rideau Canal but also served as military barracks as part of the Canal construction and early operation periods
- The Château Laurier NHS

5.1.4 Views

Selected views associated with the Entrance Valley Character Area are represented in the Character Area Map (Map 6). Some views from the Plaza Character Area Map (Map 7) also capture parts of the Entrance Valley.

5.1.5 Area-Specific Guidelines

In addition to the recommendations for the Ottawa Reach (Section 6 - Overall Conservation and Management recommendations) and the application of the *Standards and Guidelines for the Conservation of Historic Places in Canada*, the following guidelines are recommended for Entrance Valley Character Area:

7. The Entrance Valley is valued due to the historic completeness of the Lockstation and the close historical and physical relationship between the Lockstation and the broader setting. These factors make the Entrance Valley susceptible to potential negative impacts from changes that are not driven by conservation approaches. Any interventions or new construction should consider scale, materiality, and key views; not only distant views but also views from within the Area between historic features that are best appreciated when being close to the Locks.
8. Conserve character-defining elements of the Ottawa Lockstation as identified in this study and in other studies by Parks Canada.
9. Preserve the iconic view from Plaza Bridge and the unfolding view when descending alongside the locks to the Ottawa River.
10. Minimize signage and other visual clutter obscuring views, especially signage that competes with and detracts from the historic character of the Canal and its setting. Signage and other wayfinding elements should be thoughtfully sized, of high design quality and sensitively located.
11. Limit or reduce the amount of asphalt on Canal Lane.
12. Ensure that the introduction of any new amenities, such as canoe docks/access points, meet all Standards and Guidelines for conservation of the heritage values of the Entrance Valley as a distinctive area with the Ottawa Reach and the Rideau Canal.
13. Improve universal accessibility in this area while conserving the heritage character so more people may appreciate it.

“The Rideau Canal is one of the most iconic parts of Ottawa.”

Comment from the Ottawa Public Engagement Kiosks



Remains of Sappers' Bridge under Plaza Bridge, 2024.
Credit: Matrix Heritage

“The locks are a stunning part of our city and provide a unique landscape blending the Canal, river, Chateau Laurier, and Parliament. This is one of the most beautiful areas of the city and must have its historical charm preserved.”

Comment from the Ottawa Reach Public Engagement Online Survey



Looking across the Ottawa River to Entrance Valley.
Credit: NCC



Commissariat Building / Bytown Museum, September 2023.
Credit: Matrix Heritage

5.2 PLAZA CHARACTER AREA

Ottawa Reach Character Area 2

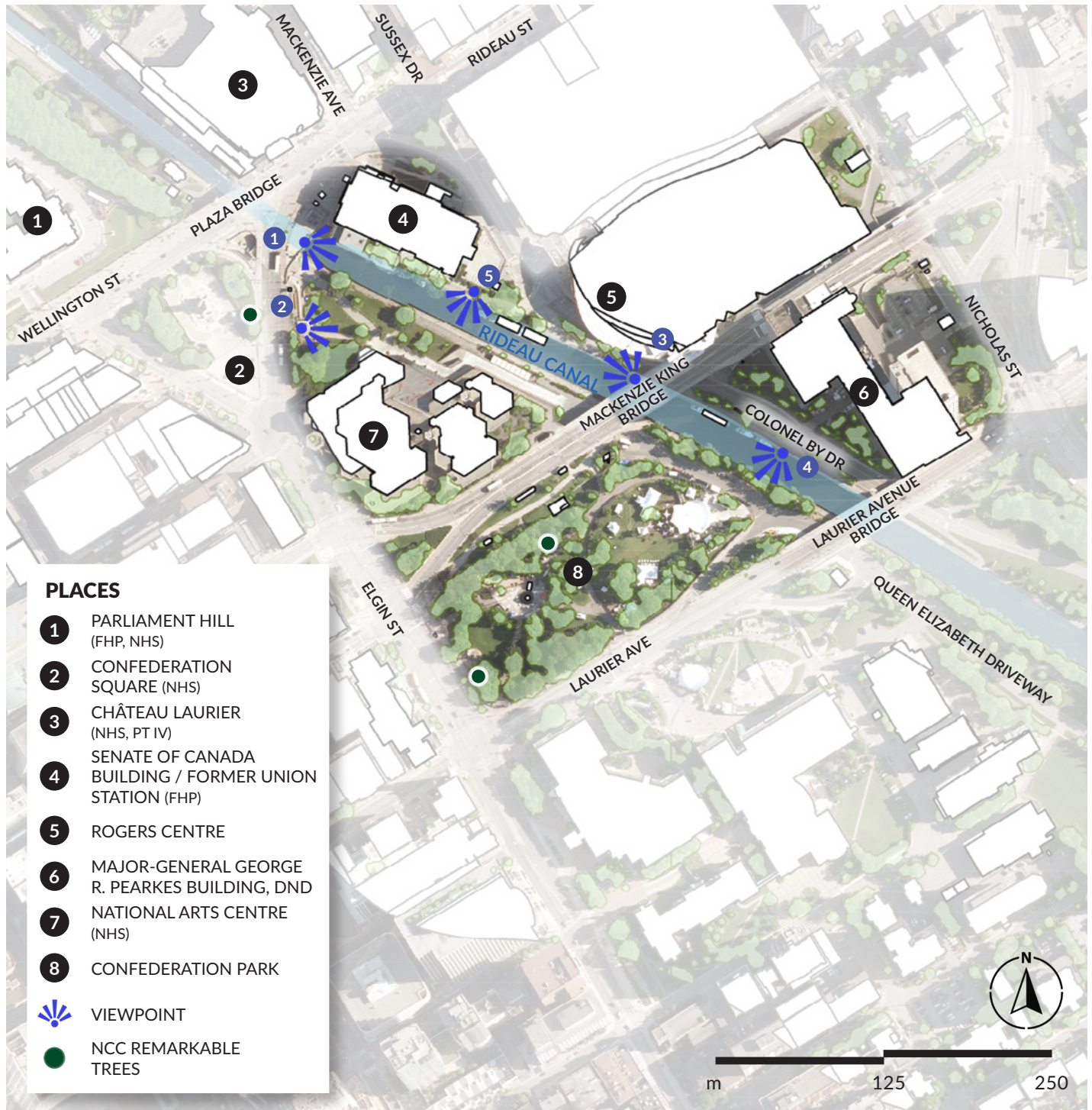
*Rideau Canal Skateway, looking north
towards Parliament Hill, the Senate of
Canada Building and Château Laurier.
Credit: Mark Fryars*



Plaza Character Area

Map 7

Ottawa Reach Character Area 2



ACRONYMS:

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Selected Views (Plaza Character Area)



1 Views from the Plaza Bridge towards the Canal, Senate of Canada Building, and National Arts Centre (NAC).

Credit: NCC



2 View of the National Arts Centre National Historic Site from Canal Lane.

Credit: NCC



3 Views from the Mackenzie King Bridge towards the Plaza Bridge, the Senate of Canada Building, Château Laurier, the Parliament Buildings, and the Canal.

Credit: Mark Fryars



4 View of Confederation Park from the Canal.

Credit: NCC



5 View across the Canal of the National Arts Centre National Historic Site.

Credit: NCC

5.2.1 Description

The Plaza Character Area overlaps with the Colonel By and Echo Drives Character Area in its geography, history, heritage value and character-defining elements.

The Plaza Character Area is a short segment of the Ottawa Reach (about 0.5 kilometres) located between the Plaza and Laurier Avenue bridges. The area is mostly institutional in character, having been subject to more intense urban development than other parts of the Ottawa Reach. The Area includes Confederation Park, which has a long history as park space since 1900. The key components of the Plaza Character Area are the Plaza Bridge, Senate of Canada Building (former Union Station), National Arts Centre (NAC), Major-General George R. Pearkes Building, Confederation Park, and the Mackenzie King and Laurier Avenue bridges. A portion of Confederation Square NHS is within the area with visual connections across a steeply sloped parcel of land with mature trees and staircases leading down from the Plaza Bridge to the lower level of the Canal. The landmark buildings also include green borders enhancing the public realm adjacent to the Canal.

During the industrial period, roughly from the 1850s to the 1950s, the Plaza Character Area was differentiated from other parts of the city and the Rideau Canal in its multiple uses for railways, industry, and canal shipping, underscoring its significant contribution to Ottawa's economic development.

The Plaza Character Area is animated by activities on the Canal and in Confederation Park, the NAC and Rogers Centre. In the navigation season, tour boat passengers embark for visits to the area; pleasure craft are often moored overnight across from the NAC. In winter, the area is the focus of Capital events related to the Rideau Canal Skateway and Winterlude.

5.2.2 Heritage Value

The heritage value of the Plaza Character Area reflects two centuries of the Canal's evolution from its military roots, to industrial and later recreational activities. The presence of the monumental and architecturally significant buildings and bridges, creates a distinctive character within the entire Rideau Canal landscape, while Confederation Park acts as an important Capital greenspace.

The Plaza Character Area's landmarks and public spaces (buildings and parks) are central to the Capital's cultural life in providing venues for expressions of art, festivals and other types of gatherings. Commemorative monuments to Canadian history, further enrich the Area's cultural and historical value.

The Canal remains a focal point of the Plaza Character Area, supporting a variety of activities throughout the year, including Winterlude and music performances. These events, along with the ongoing use of the Canal for leisure and recreation, reinforce the Area's position as a vibrant community hub.

5.2.3 Character-Defining Elements

The character-defining elements of the Plaza Character Area include:

- Key vantage points for the appreciation of Parliament Hill, the Château Laurier, the Senate of Canada Building and the NAC
- Navigation channel
- Confederation Park as an early monument park in the capital with its mature trees, sight lines of the canal and several national commemorative elements:
 - National aboriginal Veterans Monument
 - South African War Memorial
 - Fountain honouring Lt.-Col. John By
- The close relationship of Confederation Park with Ottawa City Hall, which creates a large public space that links civic and Capital realms
- Mature trees in Confederation Park, including several NCC Remarkable Trees
- Curran Residence/ Lock Master's house archaeological site
- Remnants of the Blacksmith Shop
- Remains of Sappers' Bridge
- The connections at Laurier Avenue Bridge and Mackenzie King Bridge offering opportunities to experience the Canal between nearby offices, parks, and commemorative facilities
- Senate of Canada Building FHP (also known as the Government Conference Centre and the former Union Station), including:
 - Its Beaux-Arts architecture
 - Its size and scale, especially in relation to views from the level of the Canal
- National Arts Centre NHS, opened in 1969 as a

Centennial project, including:

- Its role as a premiere national cultural institution integrated into its urban setting
- Its overall Brutalist design and richly treated concrete surfaces
- Its connectivity and visual relationship with the Canal, via its private and public terraces, and glazed programming spaces overlooking the Canal
- Recreational elements, including:
 - the multi-use pathways adjacent to the Canal on either side
 - Boat navigation and mooring along the channel; and
 - Rideau Canal Skateway and distinctive infrastructure elements.

5.2.4 Views

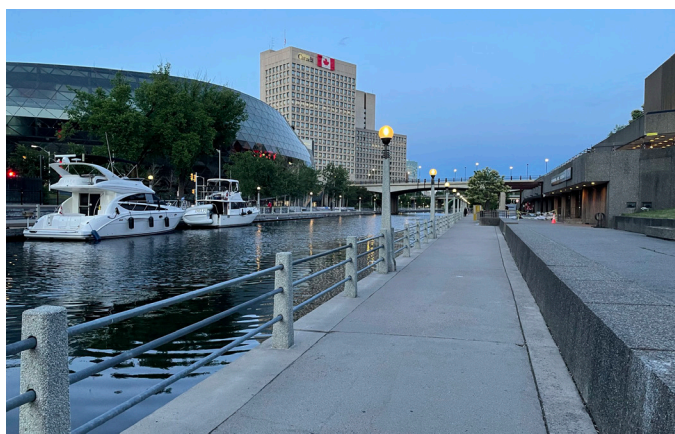
Selected views associated with the Plaza Character Area are represented in the Character Area Map (Map 7) and Selected Views page. Views relevant to the Plaza Character Area are also found in the Laurier to Bronson Character Area Map (Map 8), Queen Elizabeth Driveway Character Area Map (Map 13), Colonel By and Echo Drives Character Area Map (Map 14), and their Selected Views pages.

5.2.5 Area-Specific Guidelines

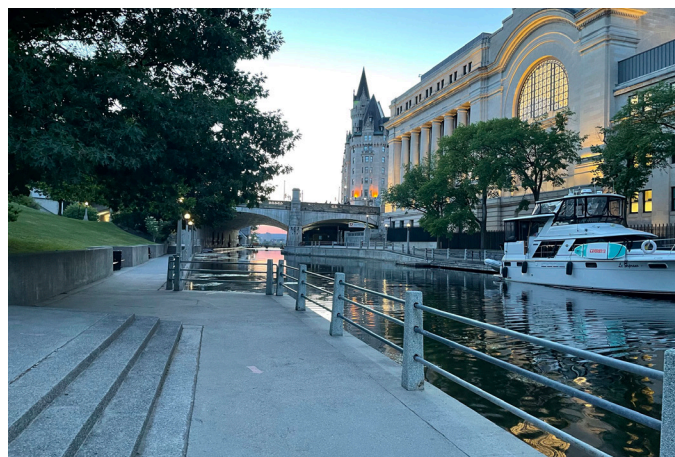
In addition to the recommendations for the Ottawa Reach (Section 6 - Overall Conservation and Management Recommendations) and the application of the *Standards and Guidelines for the Conservation of Historic Places in Canada*, the following guidelines are recommended for the Plaza Character Area:

1. Protect monumental views of key landmarks within the Area, including the Château Laurier, Senate of Canada Building, NAC, Laurier Avenue Bridge, and landmarks outside the Area, including the Cartier Square Drill Hall and Parliament Hill.
2. Protect the view under the Plaza Bridge towards the Entrance Valley and the Ottawa River.
3. Minimize or limit signage and visual clutter, especially signage that competes with and detracts from the historic character of the Canal and its setting. Signage and other wayfinding elements should be thoughtfully sized, of high design quality and sensitively located.

4. Improve access to the Area through improvements to nighttime lighting conditions on the pathways under the bridges.
5. Improve the tree canopy and plantings on the east side of Colonel By Drive between the Laurier Avenue and Mackenzie King bridges.
6. Protect existing trees and implement new tree-planting programs.
7. Improve universal accessibility in this area while conserving the heritage character so more people may appreciate it.



Plaza Character Area looking south. Credit: NCC



Senate of Canada Building (former Union Station), Château Laurier, and Plaza Bridge along the Rideau Canal, 2023. Credit: NCC

“These are classic Ottawa landscapes that appear in countless photos and generate tourism. It wouldn’t feel like Ottawa without these buildings.”

Comment from the Ottawa Public Engagement Online Survey

5.3 LAURIER TO BRONSON

Ottawa Reach Character Area 3

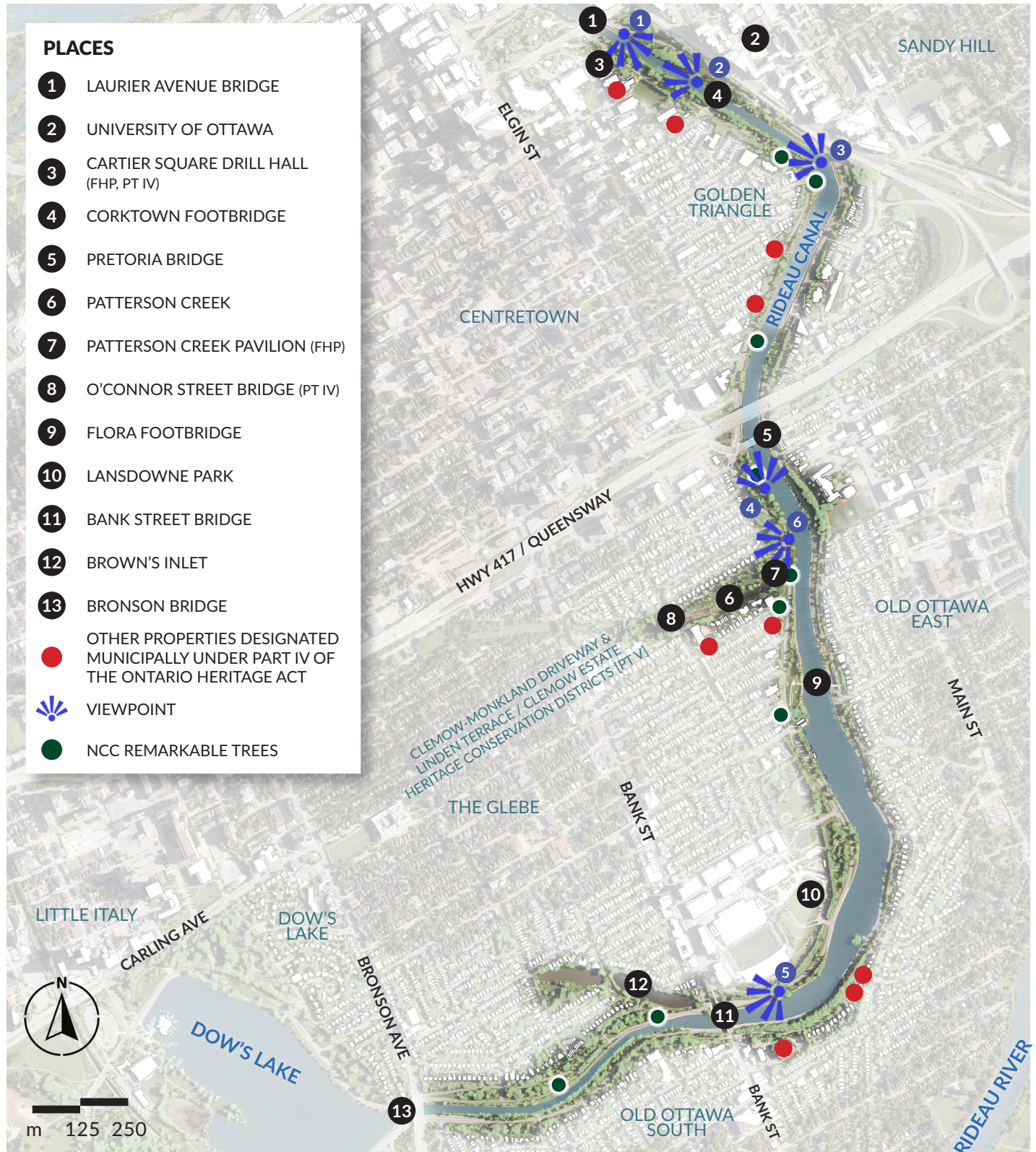
*Patterson Creek Bridge.
Credit: Mark Fryars*



Laurier to Bronson Character Area

Map 8

Ottawa Reach Character Area 3



ACRONYMS:

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Selected Views (Laurier to Bronson)



1 View from the Canal and parkway of the row of major turn-of-the-century institutional buildings on the west side of the Canal – Drill Hall, former Military Stores Building, and Lisgar Collegiate Institute.

Credit: Matrix Heritage



2 View from the Corktown Footbridge (with a view to the north shown here.)

Credit: NCC



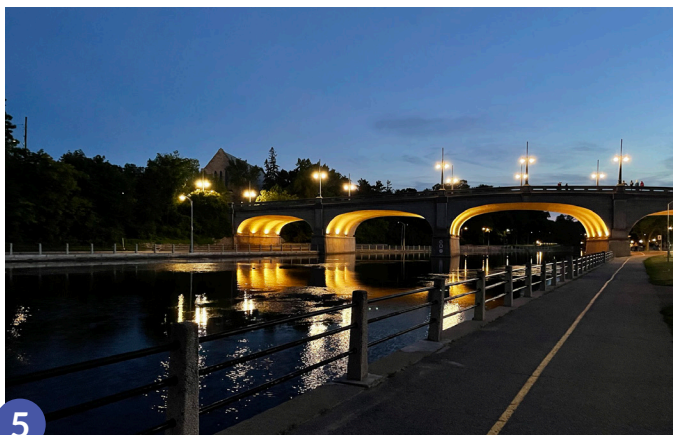
3 View north along the Canal where the bend from the Natural Gully meets the Deep Cut near Frank Street.

Credit: Mark Fryars



4 View of the Pretoria Bridge.

Credit: Matrix Heritage



5 View of bridges lit at night (with the Bank Street Bridge shown here.)

Credit: NCC



6 View of Patterson Creek from the Patterson Creek Bridge.

Credit: NCC



Selected Views (Patterson Creek)



View west along Patterson Creek.

Credit: NCC, 2024



View toward the north-west, Patterson Creek Park.

Credit: NCC, 2024



Selected Views (Brown's Inlet)



View east along Brown's Inlet.

Credit: NCC, 2024



View north-west overlooking Brown's Inlet.

Credit: NCC, 2024

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CHR – CANADIAN HERITAGE RIVER • FHP – FEDERAL HERITAGE PROPERTY • NHS – NATIONAL HISTORIC SITE • PT IV – DESIGNATED MUNICIPALLY UNDER PART IV OF THE ONTARIO HERITAGE ACT • PT V – DESIGNATED MUNICIPALLY UNDER PART V OF THE ONTARIO HERITAGE ACT • WHS – UNESCO WORLD HERITAGE SITE

5.3.1 Description

The Laurier to Bronson Character Area overlaps with the Queen Elizabeth Driveway Character Area and Colonel By and Echo Drive Character Area in its geography, history, heritage value and character-defining elements.

The Laurier to Bronson Character Area extends 4.5 kilometres south from the Laurier Avenue Bridge to the Bronson Bridge near Dow's Lake. The north end of the Area starts within the Deep Cut, which is about 21 metres wide and very straight. Its west side is lined with a pathway terrace created in the 1910s by the OIC using the grading left by the canal builders. Near the mouth of what was Neville's Creek (now close to Waverley Street), the Canal becomes much wider (about 56 metres) as it turns westward and follows the shape of the Natural Gully section that was grubbed out and fitted with earthen sides (later rebuilt in concrete) to control the flow of water. The Canal widens even further around Lansdowne Park and then narrows sharply going through the section known as Mutchmor's Cut. In this last



"Picturesque Rideau Paradise for Citizens." Rideau Canal just above Bank Street, n.d. Credit: Toronto Star Photograph Archive, Toronto Public Library, TSPA_0107381F



Rideau Canal, early 1920s, showing the terracing remaining from the construction of the Canal that was landscaped by the OIC in the 1910s. The Cartier Square Drill Hall and the former Military Stores building are visible, as well as the crenellated tower of Lisgar Collegiate. Credit: Canada. Dept. of Interior / Library and Archives Canada / PA-034376

section, between the Bank Street and Bronson bridges, the Canal narrows again to about 22 metres. Each of these changes in the width and alignment of the Canal reflects underlying geographic conditions that affected how the Canal was constructed and how the areas on either side evolved.

The Laurier to Bronson Character Area is generally urban when considered as a whole, with some of Ottawa's oldest institutional buildings clustered at its north end (Cartier Square Drill Hall, former Military Stores, and Lisgar Collegiate). It also features important green spaces (Patterson Creek Park and Brown's Inlet) and long stretches of tree-lined roads (Queen Elizabeth Driveway, Colonel By Drive and Echo Drive). The seven bridges in the Area provide significant vantage points for views within the Ottawa Reach.

5.3.2 Heritage Value

The heritage value of the Laurier to Bronson Character Area, is due to its engineering as part of the Rideau Canal, its roles in the history of the development of Ottawa and the Capital, its aesthetic qualities, and the experiences it offers to residents and visitors to Ottawa.

This section of the Ottawa Reach demonstrates Lt.-Col. By's ingenious engineering use of both man-made and topographical features to link the Entrance Locks with the Rideau River. This is demonstrated by a long, excavated channel known as the "Deep Cut" which was created to connect a beaver meadow (later a Canal basin) with the "Natural Gully," a naturally occurring trench which significantly reduced the amount of excavation required, with further excavations through "Mutchmor's Cut," all of which continue to exist as the present course of the Canal.

The presence of the Canal and the history of specific lands associated with its history and function, such as the former By Estate and Neville's Point, influenced the design and layout of properties on either side. As civic and Capital improvements were made along the edges of the Canal through the development of the parkways and park spaces, larger houses were built facing the Canal or close to it.

The Laurier to Bronson Character Area also includes key designed elements, including Colonel By Drive, Queen Elizabeth Drive, and Echo Drive, part of what became a network of Capital parks and scenic parkways to promote healthy living for the urban population, which reflect the landscape's evolution in the early 20th century. Patterson Creek Park, Brown's Inlet, and the terraced paths on the west side of the Deep Cut, were designed to enhance the Area's aesthetic and recreational value. In particular,



Rideau Canal, with the Aberdeen Pavilion National Historic Site of Canada and Lansdowne Park in the background. Credit: Mark Fryars.

a unique sense of intimacy is created along Mutchmor's Cut between Bank Street and Bronson bridges through the inter-relationship of topography, narrow canal width, and vegetated slopes between the canal and elevated driveways. The entire section of the Canal in the Area is part of the Rideau Canal Skateway and its associated activities.

5.3.3 Character-Defining Elements

Character-defining elements that represent major components of the Laurier to Bronson Character Area include:

- The distinctive straight Deep Cut curvilinear, Natural Gully and Mutchmor's Cut sections
- Queen Elizabeth Driveway, Colonel By Drive, Echo Drive, and their respective multi-use pathways
- Canal crossings that unite neighbourhoods of the Ottawa Reach (Laurier Avenue Bridge, Corktown Footbridge, Pretoria Bridge, Flora Footbridge, Bank Street Bridge and Bronson Bridge)
- Views overlooking the waterway from the vantage points of the seven bridges, framed by the landscaped areas and tree line on either side.
- Designated heritage properties (see Appendix 7).

Character-defining elements associated with the Deep Cut section include:

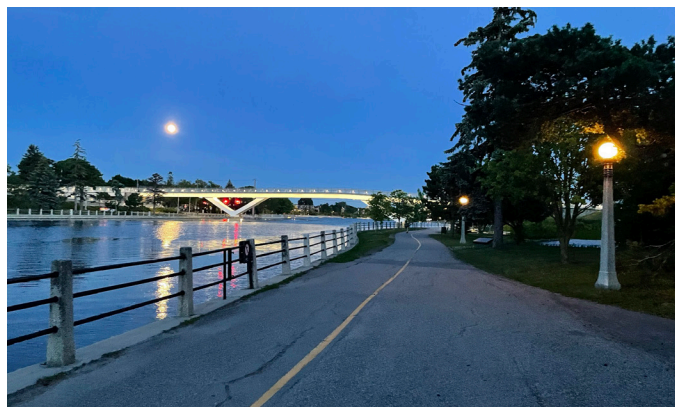
- Its straight narrow width and the shape of its embankments
- The set of historic institutional structures at the north end (Cartier Square Drill Hall, former Military Stores, and Lisgar Collegiate Institute)
- The landscaping of the west side of the Deep Cut where the OIC integrated the engineered slope into a terraced pathway
- The influence of the City Beautiful Movement, as seen in the landscape and street improvements of Queen Elizabeth Driveway and the terraced pathway, including the use of street lighting
- The concrete aggregate posts and three-rail fences with tube rails along most of the length of the Area
- Concentrated and continuous 'string of pearls' effect at night of the row of globe lights along the canal
- NCC Remarkable Trees and other important specimens and historic plantings, some of which are directly related to the original design and plantings of the Rideau Canal Driveway

Character-defining elements associated with the Natural Gully section include:

- Its varying width, which reflects the underlying topography used in the building of the Canal
- Its shape along the edge of Lansdowne Park formed by infilling low-lying parcels to increase the size of the former exhibition grounds and allow for the extension and realignment of Queen Elizabeth Driveway
- The variation in the design of the bridges that reflect their functions and eras of construction
- Landscape features, such as curved road alignments and pathways, naturalistic plantings, Patterson Creek Park, and purposely designed views of water through trees influenced by the 1903 plan of Frederick Todd.
- Patterson Creek Park, including Patterson Creek Bridge, Patterson Creek Pavilion and the O'Connor Street Bridge



Looking towards the Laurier Avenue Bridge, 2023.
Credit: Matrix Heritage



Flora Footbridge at night.
Credit: NCC

- Pig Island, the only island within the Ottawa Reach
- Sections along the Queen Elizabeth Driveway where houses open onto sidewalks and multi-use pathways as opposed to onto streets
- The concrete aggregate posts and three-rail fences with tube rails along most of the length of the Area
- NCC Remarkable Trees and other important specimens and historic plantings

Character-defining elements associated with the Queen Elizabeth Driveway, Colonel By Drive, Echo Drive, and their respective pathways (see the Character Areas for the three driveways for additional elements) include:

- The almost continuous tree canopy on either side of Queen Elizabeth Drive
- Echo Drive, which is aligned along the top of the “mountain” and drops down to the original level of the Canal embankment on either side
- The renewed Lily Pond and its shorelines that feature native species beside the Flora Footbridge
- NCC Remarkable Trees and other important specimens and historic plantings.

Character-defining elements associated with the Mutchmor's Cut section of the Canal between Bank Street and Bronson bridges include:

- The narrow width of the Canal and its curved alignment that follows the shape of the “mountain”
- The lower pathway along the west side of the Canal, which has a strong natural appearance due to the foliage and to the pathway's position below the roadway
- Brown's Inlet and its green spaces reaching into the Glebe neighbourhood
- Landings and stairs that link the recreational multi-use pathways and Queen Elizabeth Driveway to the Canal's edges
- The access points to the Canal on both sides, reinforcing the importance of the Ottawa Reach as a recreational amenity in all seasons
- NCC Remarkable Trees and other important specimens and historic plantings.

“[Our organization is] motivated by enhancing public awareness of the depth of history of the Canal – who lived and worked here? What was their impact?”

Comment from the Ottawa Reach Public Engagement Online Meetings

5.3.4 Views

Selected views associated with the Laurier to Bronson Character Area are represented in the Laurier to Bronson Character Area Map (Map 8), as well as the overlapping Queen Elizabeth Driveway Character Area (Map 13), Colonel By and Echo Drives Character Area (Map 14), and their associated Selected Views pages.

5.3.5 Area-Specific Guidelines

In addition to the recommendations for the Ottawa Reach (Section 6 - Overall Conservation and Management the Recommendations) and the application of the *Standards and Guidelines for the Conservation of Historic Places in Canada*, the following guidelines are recommended for the Laurier to Bronson Character Area.

1. Recognize and preserve Queen Elizabeth Driveway, which is as a rare surviving example of a parkway created prior to general use of automobiles.
2. Aim to retain residential development that is lower than the tree canopy, and, where tall buildings are already located or planned, prioritize landscaping to complete canopies on both sides of the roadway.
3. Encourage property owners to retain and plant trees to strengthen the urban canopy and the park-like feel of the corridor.
4. Encourage new construction to use a similar ratio of windows and solid walls as the historic residential forms, rather than using large expanses of glass.
5. Consider using Patterson Creek for adaptive boating opportunities to allow a broader range of visitors to enjoy the Canal.
6. Minimize signage (especially lighted signs) and other visual clutter obscuring heritage views in the Ottawa Reach, including bridges, heritage buildings and monuments.
7. Ensure the introduction of any new features and amenities, such as canoe docks/access points, or cafes, are compatible with character-defining elements of the Canal and other heritage places, including parks, buildings and bridges.
8. Consider landscape improvements along Colonel By Drive, along most of the Canal south of the Corktown Footbridge.
9. Maintain the vegetated slopes along the west and east sides of the canal between Bank Street and Bronson bridges.
10. Consider changes to the street configuration of Echo Drive where houses currently face directly on the Canal without a tree buffer to provide a verge where trees could be planted at the level of the roadway on public land.
11. The rebuilding of the new Queensway Bridge over the Rideau Canal provides an opportunity to create a more sensitive design at the street, pathway and canal levels in all seasons.

“Having a green space for people to walk, jog, skate and paddle increases the likelihood of people getting exercise and staying healthy”

Comment from the Ottawa Reach Public Engagement Online Survey



Rideau Canal, looking towards Southminster United Church on Bank Street. Credit: Mark Fryars

***“My favourite part to skate on is
between Bank Street and Dow’s Lake
[along Mutchmor’s Cut]. Where it
narrows and is lined with pine trees!”***

*Comment from the Ottawa Reach
Public Engagement Kiosks*



Skating at Patterson Creek, 2008. Credit: Parks Canada

5.4 DOW'S LAKE

Ottawa Reach Character Area 4

*Dow's Lake, looking south.
Credit: NCC*



Dow's Lake Character Area

Map 11

Ottawa Reach Character Area 4



ACRONYMS:

CHR – CANADIAN HERITAGE RIVER • FHP – FEDERAL HERITAGE PROPERTY • NHS – NATIONAL HISTORIC SITE • PT IV – DESIGNATED MUNICIPALLY UNDER PART IV OF THE ONTARIO HERITAGE ACT • PT V – DESIGNATED MUNICIPALLY UNDER PART V OF THE ONTARIO HERITAGE ACT • WHS – UNESCO WORLD HERITAGE SITE

Selected Views (Dow's Lake)



1

View from Queen Elizabeth Driveway and Commissioner's Park across Dow's Lake towards the CEF Arboretum and the cut leading south to Hartwells Lockstation.

Credit: Matrix Heritage



2

View across Dow's Lake towards Commissioners Park.

Credit: Matrix Heritage



3

View from Colonel By Drive towards the CEF Arboretum.

Credit: Matrix Heritage



4

View within the CEF Arboretum towards the Canal.

Credit: Matrix Heritage



5

View of the wetland area of Dow's Lake.

Credit: Matrix Heritage

5.4.1 Description

The Dow's Lake Character Area overlaps with the Queen Elizabeth Driveway Character Area, Laurier to Bronson Character Area, and Colonel By and Echo Drives Character Area in its geography, history, heritage value and character-defining elements.

The Dow's Lake Character Area includes the Lake, a short section of the Canal on the east leading to Bronson Bridge, the CEF Arboretum east of Prince of Wales Drive, the north portion of Carleton University, and the artificial cut for the Canal almost as far as Hartwells Lockstation. Other parcels in the Area are the parking garage of the Ottawa Hospital's New Civic Campus, Commissioners Park (NCC), residential properties facing Commissioners Park, the Dow's Lake Pavilion, HMCS Carleton, and sections of the Queen Elizabeth Driveway and Colonel By Drive.

The key historic components in the Dow's Lake Character Area are the lake itself and the artificial cuts leading towards the Bronson Bridge on the east side of the lake and to Hartwells Lockstation to the southwest. The embankments on the south and north sides of the Lake were built, respectively, by Philemon Wright in 1827-9 and Jean-Baptiste St. Louis in 1828-9 to flood the swamp to a height of about 6.1 metres.⁴⁵

The west side of the Dow's Lake Character Area is comprised almost entirely of land set aside for the CEF and its Arboretum, now the CEF NHS. The east side consists of Commissioners Park, beyond which is the Dow's Lake neighbourhood that developed in parallel with improvements to Queen Elizabeth Driveway and the replacement of 19th-century lumberyards by Commissioners Park.

Within the Dow's Lake Character Area, the large green spaces of Commissioners Park and the CEF Arboretum, as well as numerous features associated with the Queen Elizabeth Driveway and Colonel By Drive, provide a park-like setting for the Canal that is highly valued by the public. The CEF Arboretum and its shoreline also serve as important habitat for wildlife, particularly for birds attracted to its conifer thickets and many fruiting trees, some of which reside at the Arboretum year-round (such as the black-capped chickadee and the northern cardinal) and others which are migratory (killdeer, flycatchers, and warblers, among others).⁴⁶

Supported by the Dow's Lake Pavilion, this area offers year-round indoor dining, as well as seasonal boat mooring, a marina, paddle boat and cruise boat rentals. In winter, Dow's Lake is used as part of the Rideau Canal Skateway and for Winterlude events.

Institutional components are becoming more prominent in the area with the construction of the hospital and plans by Carleton University to develop parcels near Dow's Lake.

“Upon [the embankment on the south shore of Dow's Lake] runs the road to Hog's Back and the top is so wide that few of those who enjoy the lake realize that they are taking advantage of the top of one of the dams built over a century ago [now nearly two centuries].”

Quote from Robert Legget, Rideau Waterway, 1955.

5.4.2 Heritage Value

The heritage value of the Dow's Lake Character Area, is connected to its historical significance, engineering history, relationships with surrounding lands, experiential qualities, and natural spaces. The area helps convey the Canal's transformation from a military work to a commercial and, later, recreational waterway.

The Rideau Canal exemplifies European slackwater technology applied on a grand scale in North America. The Dow's Lake Character Area is an excellent example among the entire Ottawa Reach demonstrating Lt.-Col. John By's original slackwater system, an innovative engineering solution linking extensive wetlands, lakes, and waterways to create a navigable waterway. Specifically, the creation of the man-made Dow's Lake from Dow's Great Swamp using two dams speaks to this design. Evidence of the lake's former state can be seen today with the remaining wetland along the lake's northwest side, and tree stumps below the water's surface.

The use of Dow's Lake as a boating hub dates back to the late 1800s, with dozens of privately-held boathouses lining the west shore of the lake. By the 1930s, these were ultimately replaced by one public boathouse set on concrete piers in the northwest corner of Dow's Lake. This boating tradition continues today as evidenced by mooring, paddling and cruise boat rentals concentrated in the northwest corner of the lake.

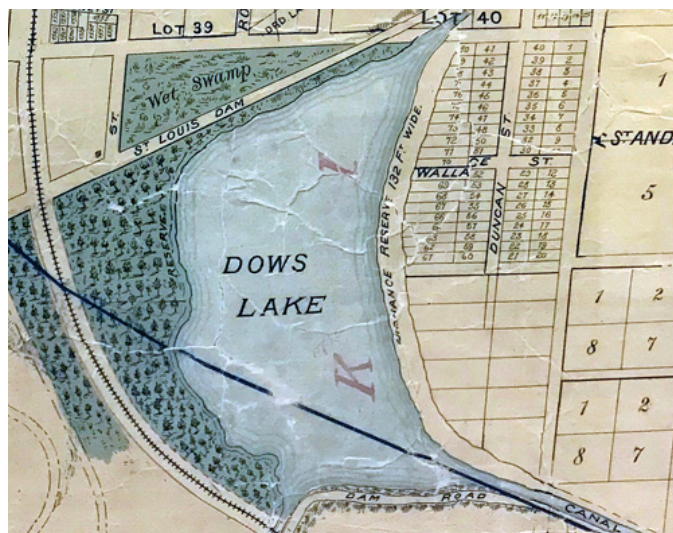
This character area also has cultural and social value as the long-standing setting for annual, multi-seasonal National Capital experiences. These include the Canadian Tulip Festival in Commissioners Park as a symbol of enduring international friendship between Canada and the Netherlands following the Second World War, as well as part of the Rideau Canal Skateway as one of several Winterlude Festival sites emblematic of Ottawa as a winter Capital. As the largest open expanse of water within the Ottawa Reach and with ample adjacent park space, land- and water/ice-based recreational opportunities in this area are highly valued experiences.

The presence of Dow's Lake also plays a mutually beneficial role in the aesthetic and cultural landscape of nearby significant sites, especially the Arboretum, Commissioners Park, and Queen Elizabeth Driveway. The Arboretum, as part of the CEF, reflects 19th-century agricultural research philosophies, which were focused on a combination of survey science, practical study, and reinforcing British landscape ideals. The Canal and Lake were integrated into the CEF's function and composition. Queen Elizabeth Driveway, noted for its contribution to Ottawa's urban beautification, benefits from the scenic qualities provided by Dow's Lake. Prior to the construction of the Queen Elizabeth Driveway along Dow's Lake, a causeway provided access across the lake, connecting the driveway with the CEF. Constructed between 1900-1904, the Dow's Lake Causeway fell into disrepair after the driveway realignment and was largely removed by 1928. Evidence of this earth and stone causeway is visible when the lake's water level is drawn down during the non-navigation season.

Dow's Lake supports the City and the NCC's place-making efforts, enhancing the historic, visual and recreational appeal of Ottawa's urban environment. The picturesque quality of the area created from the beautification work undertaken by the OIC and FDC influenced the style and quality of residential development in the Area.

Located on Dow's Lake since the Second World War, HMCS Carleton, Ottawa's naval reserve division, adds to the federal presence in the area and reinforces the long military history of the Canal.

The waters of the Area, the west shoreline and the CEF Arboretum provide habitat for numerous aquatic animal species and birds, as well as some mammals. The age, number and variety of trees and plantings in the CEF Arboretum are unique to the Capital region and has direct ties to the history of building Ottawa's urban forest, including plantings along the NCC parkways.



Detail from the Map of the City of Ottawa and the City of Hull, and their adjacent suburbs, compiled by John A. Snow and Son, 1887.
Credit: Library and Archives Canada, NMC 11412.



Section of the plan of the Central Experimental Farm, 1946, revision from 1926. The road along the south side of Dow's Lake, now part of Colonel By Drive, was called Canal Road. The extension east of Bronson was called F.D.C. Driveway, which connected to Echo Drive (renamed Colonel By Drive.)
Credit: Personal Collection, Julie Harris, Matrix Heritage

**"The Canal is an important space for
... nature, peace and quiet,
and family time."**

**Comment from an Ottawa Reach Public
Engagement Online Meetings**



Queen Elizabeth Driveway near Dow's Lake, 1920s.
Credit: Library and Archives Canada, Item 3318616



Federal District Commission Driveway (now Colonel By Drive) on the embankment built on the southern shore of Dow's Lake, 1929.
Credit: Library and Archives Canada, e999908833



Aerial view of Dow's Lake showing the remaining portions of the lumber yards in advance of expansion of the Dow's Lake subdivisions, with Commissioners Park under development. Credit: National Air Photo Library, A3332.49, accessed through the University of Ottawa NAPL Index.

5.4.3 Character-Defining Elements

Character-defining elements of the Dow's Lake Character area include:

- Dow's Lake itself, as an engineered work and water feature, including its shape, connections to Mutchmor's Cut near the Bronson Bridge and the canal cut towards Hartwells Lockstation, and evidence of Lt. – Col. By's two original dams as the embankments on the north and south sides of Dow's Lake
- Wetland along the northwest corner of Dow's Lake and submerged tree stumps within the lake, as evidence of the original Dow's Swamp
- Remnants of the Dow's Lake Causeway bisecting the lake
- The Area's overall topography, with the rise of land within the CEF Arboretum
- The vegetated shoreline of the west side, including the inlets and marsh areas
- The CEF Arboretum that lies along the west side of the Lake and along the channel leading to Hartwells Lockstation
- Commissioners Park and Queen Elizabeth Driveway as a set of historic and verdant landscape features on the west side of the Lake, including their seasonal floral displays
- Colonel By Drive
- Infrastructure providing recreational and experiential opportunities, including:
 - Boating, mooring and paddling
 - Skating on the Canal
 - Active uses along the pathways
 - Scenic driving
 - Festivals and special events in Commissioners Park, including the Tulip Festival
- Dow's Lake neighbourhood with its predominance of 2 and 2 ½ storey residences facing onto Commissioners Park and Dow's Lake and with architectural styles and types that take inspiration from the picturesque aesthetic of Commissioners Park
- The purposely curved alignments of both Queen Elizabeth Drive and Colonel By Drive to come close to, but not completely track, the shape of Dow's Lake
- Circulation systems in the CEF Arboretum, including its look-out loop, stairways (including vestiges), and trails

- The presence of flora and fauna (including migratory species)
- The collection of trees and plant species – including trees identified as NCC Remarkable Trees – in the CEF Arboretum and Commissioners Park
- The CEF Arboretum topography with the low hill rising about the west side of Dow's Lake, and the skillful use of topography and water, and the incorporation of the shoreline of the Rideau Canal, Dow's Lake, and the lagoons into the visual composition of the Arboretum
- Public artworks, commemorations, plantings and markers, in particular the Man with Two Hats artwork by Dutch artist Henk Visch, that reinforce the connection of the Capital to the liberation of the Netherlands and the giant anchor serving as the National Naval Reserve Monument in front of HMCS Carleton.



CEF Arboretum and Dow's Lake, April 2024. Credit: Matrix Heritage

5.4.4 Views

Selected views relevant to the heritage character of the Dow's Lake Character Area are identified in the Dow's Lake Character Area Map (Map 11). Relevant views may also be found in the overlapping Queen Elizabeth Drive Character Area (Map 13), Colonel By and Echo Drive Character Area (Map 14) and their related Selected Views pages.

“Tulip festival! Such a beautiful and honestly world-class event. And I always forget that the plantings there are lovely year-round too. It’s also just a great green space in the heart of the city, with a great view of Dow’s Lake.”

Comment from the Ottawa Reach Public Engagement Online Survey



Tulip Festival, Commissioners Park, May 2022.
Credit: Natalie Anderson Rathwell

5.4.5 Area-Specific Guidelines

In addition to the recommendations for the Ottawa Reach (Section 6 - Overall Conservation and Management the Recommendations) and the application of the Standards and Guidelines for the Conservation of Historic Places in Canada, the following guidelines are recommended for the Dow's Lake Character Area.

1. Establish continuity in conservation approaches among related Character Areas (Queen Elizabeth Driveway, Colonel By Drive, and Laurier to Bronson).
2. Preserve the existing uninterrupted viewscape from Queen Elizabeth Driveway towards the CEF Arboretum along the east side of Dow's Lake.
3. Conserve the naturalized setting of the area, as characterized by Dow's Lake, the west shoreline, and the CEF Arboretum.
4. Conserve landscape and engineering features that speak to the original state of Dows Great Swamp, including the embankments, wetland and submerged tree stumps. Consider using Patterson Creek for adaptive boating opportunities to allow a broader range of visitors to enjoy the Canal.
5. Conserve remaining components of Dows Lake Causeway.
6. Conserve, and where appropriate, enhance vegetation along the shore of Dow's Lake and between the lake and the parkways by:
 - a. Strengthening connections to the broader natural setting and its histories through planting schemes informed by historic local ecologies and traditional knowledge
 - b. Replacing trees that are representative of historic plantings, when appropriate. Examining options for new plantings that have a direct connection to the work at the CEF and the historic network of research stations, especially Modern, Manitoba.
7. Sustain public support for conservation by encouraging activities that will help the public discover the landscape through experiences, such as walking tours, special events and artistic events (e.g. theatre).
8. Minimize or limit signage and visual clutter, especially signage that competes with and detracts from the historic character of the Canal and its setting. Signage and other wayfinding elements should be thoughtfully sized, of high design quality and sensitively located.
9. Conserve lake-oriented activities of Dow's Lake by maintaining access for water-based recreation.
10. Conserve the ornamental plantings as a key characteristic of Commissioners Park.
11. Conserve the form of the built pattern on the east side of the lake facing Commissioners Park, notably:
 - a. The predominance of 2 or 2 ½ storey residential buildings
 - b. Residential gardens facing Commissioners Park to help sustain the park-like character of the area
 - c. Predominance of soft landscaping
 - d. The predominant use of traditional materials, such as brick, stone, wood, and stucco
 - e. The eclectic mix of architectural styles and types in the houses facing Commissioners Park and Dow's Lake including Arts and Crafts, Edwardian Classicism, Prairie Style, Spanish Colonial Revival, and Tudor Revival, that together provide a sense of visual cohesiveness and reflect dominant architectural styles of the early 20th century.



Tulip Festival, Commissioners Park, May 2022. Credit: Natalie Anderson Rathwell

12. Improve the design quality of the public realm in the area immediately surrounding the Dow's Lake Pavilion to better harmonize with Commissioners Park and the commencement point of the Queen Elizabeth Driveway.
13. Encourage Carleton University to draw on the historic and natural conditions of the character area for plantings and landscape treatments for new buildings, such as planting groves of trees that will soften views of new buildings.
14. Encourage the planting of new trees as part of any new residential development near Commissioners Park and Queen Elizabeth Driveway in order to bring continuity and depth to the tree canopy.



Commissioners Park, April 2024. Credit: Matrix Heritage



Dow's Lake, September 2023
Credit: Matrix Heritage



5.5 HARTWELLS AND HOG'S BACK

Ottawa Reach Character Area 5

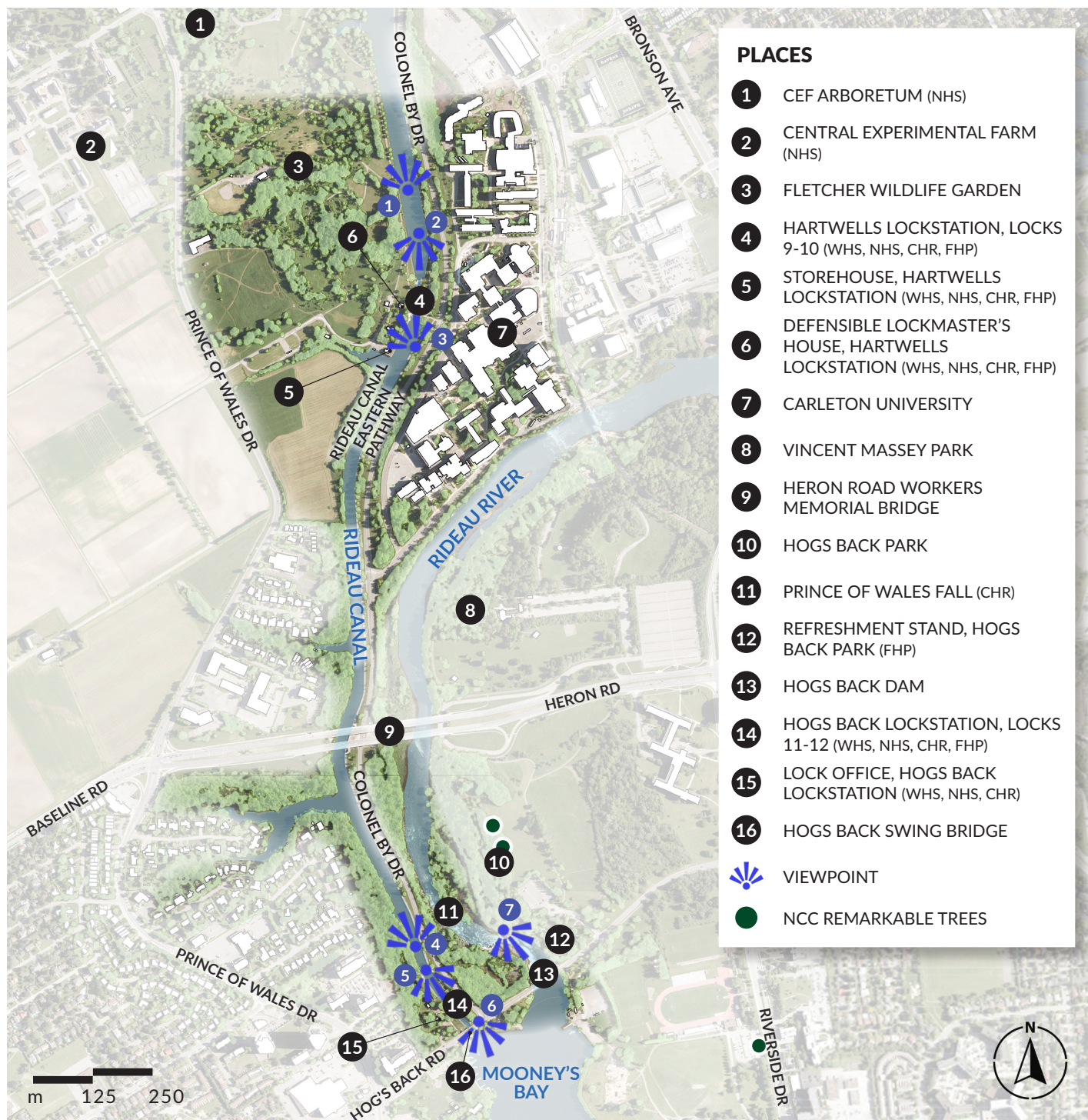
*Hartwells Lockstation, September 2023
Credit: Matrix Heritage*



Hartwells and Hog's Back Character Area

Map 12

Ottawa Reach Character Area 5



ACRONYMS:

CHR - CANADIAN HERITAGE RIVER • FHP - FEDERAL HERITAGE PROPERTY • NHS - NATIONAL HISTORIC SITE • PT IV - DESIGNATED MUNICIPALLY UNDER PART IV OF THE ONTARIO HERITAGE ACT • PT V - DESIGNATED MUNICIPALLY UNDER PART V OF THE ONTARIO HERITAGE ACT • WHS - UNESCO WORLD HERITAGE SITE

Selected Views (Hartwells and Hog's Back)



1

View north along the Canal from Hartwells Lockstation towards Dow's Lake.

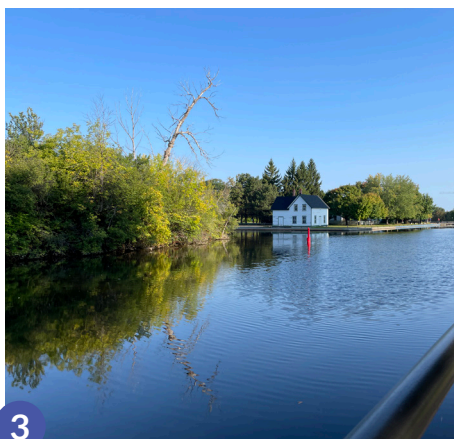
Credit: Matrix Heritage



2

View from the Canal and pathway west towards Central Experimental Farmlands.

Credit: Matrix Heritage



3

View north towards Hartwells Lockstation.

Credit: Matrix Heritage



4

View towards the Heron Road Workers Memorial Bridge.

Credit: Parks Canada



5

View south to Hogs Back Lockstation.

Credit: Matrix Heritage



6

View south to Mooney's Bay near the Hogs Back Swing Bridge

Credit: Matrix Heritage



7

View overlooking Prince of Wales Falls.

Credit: Matrix Heritage

5.5.1 Description

The Hartwells and Hogs Back Character Area overlaps with the Colonel By and Echo Drives Character Area in its geography, history, heritage value and character-defining elements.

The Hartwells and Hogs Back Character Area occupies the south end of the Ottawa Reach from the southwest corner of Dow's Lake to the Parks Canada lands on the northeast edge of Mooney's Bay. The Character Area includes a portion of Carleton University, Hartwells Lockstation, Central Experimental Farm lands, a portion of the CEF Arboretum including the Fletcher Wildlife Garden, inlets along the west side of the Rideau Canal, a section of Colonel By Drive and the Rideau Canal Eastern Pathway, Hogs Back Lockstation, including the Hogs Back Swing Bridge, Fixed Bridge, and Prince of Wales Falls, part of Hogs Back Park, and the northernmost end of Mooney's Bay, including Parks Canada land at the northeast edge of Mooney's Bay. The Area demarcates the southern extent of the Ottawa Reach where the Rideau Canal and Rideau River diverge.

Hartwells Lockstation reflects both the engineering and military origins of the Canal, including two locks, a sluice to manage excess water, and a turning basin; as well as a Defensible Lockmaster's House, now the Lock Office (c. 1841), a Canalman's house, and a Storehouse, all set within a landscape of national significance. The setting



Hartwells Lockstation, c. 1890. Credit: Topley Studio Fonds, Library and Archives Canada, PA-012816, 3326196



Storehouse, Hartwells Lockstation, with the Central Experimental Farm visible in behind, 2023. Credit: Matrix Heritage



Dewatered lock at Hogs Back, March 2024.

Credit: Matrix Heritage

is one of contrasts - with CEF farm fields and Fletcher Wildlife along its west side and Carleton University to the east.

Carleton University occupies most of the east side of the Canal from Dow's Lake to just beyond Hartwells Lockstation, but its tallest buildings are set back from Colonel By Drive and spaced apart enough that they remain more like pavilions in the landscape than an urbanized wall.

The Hogs Back Lockstation includes the lockstation landscape, a cultural resource of national significance, comprising a range of works required to build and operate the Canal, including the Hogs Back Fixed Bridge that contains stop logs to help control water levels; the wing wall and waste weir; Hogs Back Dam (which is most easily visible in colder seasons before it is hidden behind verdant vegetation); the Hogs Back Swing Bridge; and the locks.

Parks Canada-administered lands at Hogs Back extend to a parcel on the northeast corner of Mooneys Bay upstream of the Hogs Back dam. Presently, the property provides parking for visitors to the canal and adjacent parklands, and a tour boat offer.

Residential components are found along the west side of the Character Area south of the CEF lands, however, the elevated topography of the adjacent neighbourhoods relative to the water level of the Rideau Canal and heavy screening from trees along its west shore result in only the collection of residential towers west of the Hogs Back Lockstation being visible above the tree line all times of the year.

“This is the place of introduction to the Rideau Canal to students and many visitors to the city, and Carleton University. It is also a place of solace and calm for students facing stress of exams, being away from home etc.”

Comment from the Ottawa Reach Public Engagement Online Survey

5.5.2 Heritage Value

The heritage value of the Hartwells and Hogs Back Character Area, lies in its role in canal history and engineering, continuing presence in the history of what is now Ottawa since the 1830s, architectural forms, natural features, and experiential qualities.

Historically, the area is associated with one of the critical decisions made by Lt.-Col. John By to separate the navigable route from the Rideau River by damming Three Rock Rapids (resulting in the creation of Hogs Back / Prince of Wales Falls) through the construction of the Hogs Back Dam thus raising the navigational water levels. Rebuilt several times, Hogs Back Dam was one of the most challenging dam-building projects along

“As a city centre resident, this is the most accessible place where you can completely immerse yourself in nature and get away from the noise of the streets and cars.”

Comment from the Ottawa Reach Public Engagement Online Survey



Hogs Back Swing Bridge, 2024.
Credit: Matrix Heritage

the entirety of the Canal demonstrating the ingenuity and perseverance of the Canal's builders. Contractors involved in the building of the Canal, especially John Wright, John Redpath, and Thomas McKay, were key figures in Ottawa's history, further highlighting the significance of this area in the broader narrative of the city's development.

The configuration of the Hartwells and Hogs Back Lockstations with two locks each reduced the amount of excavation work required and showcased a strategic approach to managing the landscape. The two Hogs Back locks are unique in the Ottawa Reach as one is a lift lock and the other a guard lock in the case of floods. The lockstations continue to maintain their historical appearance, providing a tangible link to the past and allowing visitors to appreciate the engineering talents that went into the canal's construction.

Hartwells Lockstation also exemplifies the significance of the Rideau Canal as a military construct with the addition of the Defensible Lockmaster's House in 1841 overlooking the upper lock chamber, one of 16 masonry buildings constructed in the mid 19th century throughout the Rideau system, as second tier defences supporting four substantial blockhouses. Originally a one storey stone building, it was modified in 1901 with clapboard siding and a second storey addition. A similar defensible structure was erected on the east side of Hogs Back Locks, but was demolished in the early 1900s.

This landscape character area is valued for demonstrating the evolution of more than a century of Capital planning and design of green spaces. Federal government interventions in the landscape prior to 1900 are evident in the presence of a portion of the Central Experimental Farm National Historic Site. Major urban planning in the mid-twentieth century by the Federal District Commission, guided by recommendations in Gréber's 1950 Plan for the National Capital, are evident in the development of Hog's Back Park overlooking Prince of Wales Falls, the extension of Colonel By Drive west of Bronson Avenue, and the development of Carleton University's campus.

Natural values are also evident in the area as seen is the presence of the dense vegetation along the west side of the area near the Canal, the Canal edges and views of the Central Experimental Farm, and the topography of the area, especially near Prince of Wales Falls.

5.5.3 Character-Defining Elements

The character-defining elements of the Hartwells and Hogs Back Character Area include:

- The clear definition of the masonry-lined east bank of the Canal, contrasted with the undulating naturalized west bank
- The heavily vegetated west side of the Canal between the Hogs Back Lockstation and Hartwells Lockstation, and in the area between Colonel By Drive and the Rideau River south of Carleton University
- The design of Colonel By Drive, with its:
 - Treed park-like spaces on either side of the road
 - Curved design to take advantage of the more natural setting
 - Sculpted spaces and rolling topography that create a dramatic setting and a livelier drive
- The function that Hartwells Lockstation plays as a crossing for pedestrians and cyclists
- The Hogs Back Dam essentially unchanged since 1832
- The masonry canal walls
- Features at Hartwells Lockstation, including the:
 - Defensible Lockmaster's House, exemplifying the significance of the Canal as a military construct
 - Canalman's House
 - Storehouse
 - Sluice
 - Turning basin
 - Two lock chambers including:
 - Limestone masonry lock walls
 - Timber lock gates
 - Cast iron hand-operated winches
 - Masonry access stairs
 - Engineered embankments on either side of the locks
- Features at Hogs Back Lockstation, including:
 - The Lock Office
 - Storage building
 - Two lock chambers, including a guard lock as a flood guard, with limestone masonry lock walls, timber lock gates, and cast-iron hand-operated winches
- Dam
- The massive weir added to the dam by Lt.-Col. By after observing the intensity of the spring freshet on the Rideau River that threatened to damage the locks, a feature that serves as additional evidence of By's ability to quickly adapt the Canal's engineering to local conditions
- Swing bridge and fixed bridge
- The curved limestone wing walls at the north end of the weir;
- The area's relationship to the CEF, including its Arboretum, as seen in:
 - The pastoral composition created by the topography, vegetation, shoreline, marshland and open water
 - Views of the Arboretum from Hartwells Lockstation
 - Ecosystems reliant on the Arboretum's meadows, woodlands and small streams
 - Multi-use pathways, bridges, specimen trees and landscaping elements such as the retaining walls and stairs that highlight the Arboretum
 - The Fletcher Wildlife Garden and the activities related to it including walking and birdwatching
 - Infrastructure facilitating recreational uses, such as boating, skating, cycling, fishing, strolling and picnicking on the Canal, at Hartwells and Hogs Back Lockstations, on the multi-use pathways, and at the Prince of Wales Falls
 - Trees lining the east side of the Rideau Canal Eastern Pathway



Refreshment Stand (FHB), Hogs Back Park, March 2024.
Credit: Matrix Heritage

- The relationship of the Canal to Colonel By Drive including:
 - The distinctive terminus of Colonel By Drive created by Hogs Back Lockstation, Prince of Wales Falls, and Mooney's Bay
 - Elements associated with picturesque landscapes including curved multi-use pathways, open lawns, and avenues of trees
 - Opportunities for quiet recreation afforded by the multi-use pathways, and benches along the Rideau Canal Eastern Pathway
- Public commemorations, including those marking the Heron Road Bridge disaster of 1966, and the visible fault line at the Prince of Wales Falls

5.5.4 Views

Selected views associated with Hartwells and Hogs Back Character Area are represented in the Hartwells and Hogs Back Character Area Map (Map 12), as well as the overlapping Colonel By and Echo Drives Character Area (Map 14), and associated Selected Views pages.

5.5.5 Area-Specific Guidelines

In addition to the recommendations for the Ottawa Reach (Section 6 - Overall Conservation and Management the Recommendations), the following guidelines are recommended for the Hartwells and Hogs Back Character Area:

1. Hogs Back Park could be a key place within the Ottawa Reach where the impact of the building of the Canal on the underlying landscape and Anishinabe Algonquin history seems most visible. The Partners may collaborate with the First Nation on ways to better interpret and educate the public about the significance of the Ottawa Reach in Algonquin history and culture. Opportunities may exist to explore the potential of strengthening understanding of the broader history of the Canal through activities in this area.
2. Protect views from Colonel By Drive and the water looking south.
3. Conserve and restore the naturalized shoreline on the west side of the Canal at the CEF Arboretum, with its steeply sloping topography, pathway systems, and dense collections of trees and shrubs.
4. Conserve the two Lockstations, which continue to convey the historical significance of the Canal.
5. Conserve the scenic parkway of Colonel By Drive, which was extended from Echo Drive in the 1920s to access Prince of Wales Falls and the Ordnance Lands that became Vincent Massey and Hogs Back parks.
6. Conserve the Modern architecture of the Refreshment Stand in Hogs Back Park.
7. Consider using the Parks Canada-administered lands at Mooney's Bay for delivering interpretation services related to the natural environment of the Rideau Canal.
8. Protect the area's contributions to habitats for animal life, including in the Fletcher Wildlife Garden and other naturalized areas of the landscape, and through naturalization efforts on private properties.



Prince of Wales Falls at Hogs Back, October 2024.
Credit: Matrix Heritage

5.6 QUEEN ELIZABETH DRIVEWAY

Ottawa Reach Character Area 6

Charity run on Queen Elizabeth Driveway, 2023.

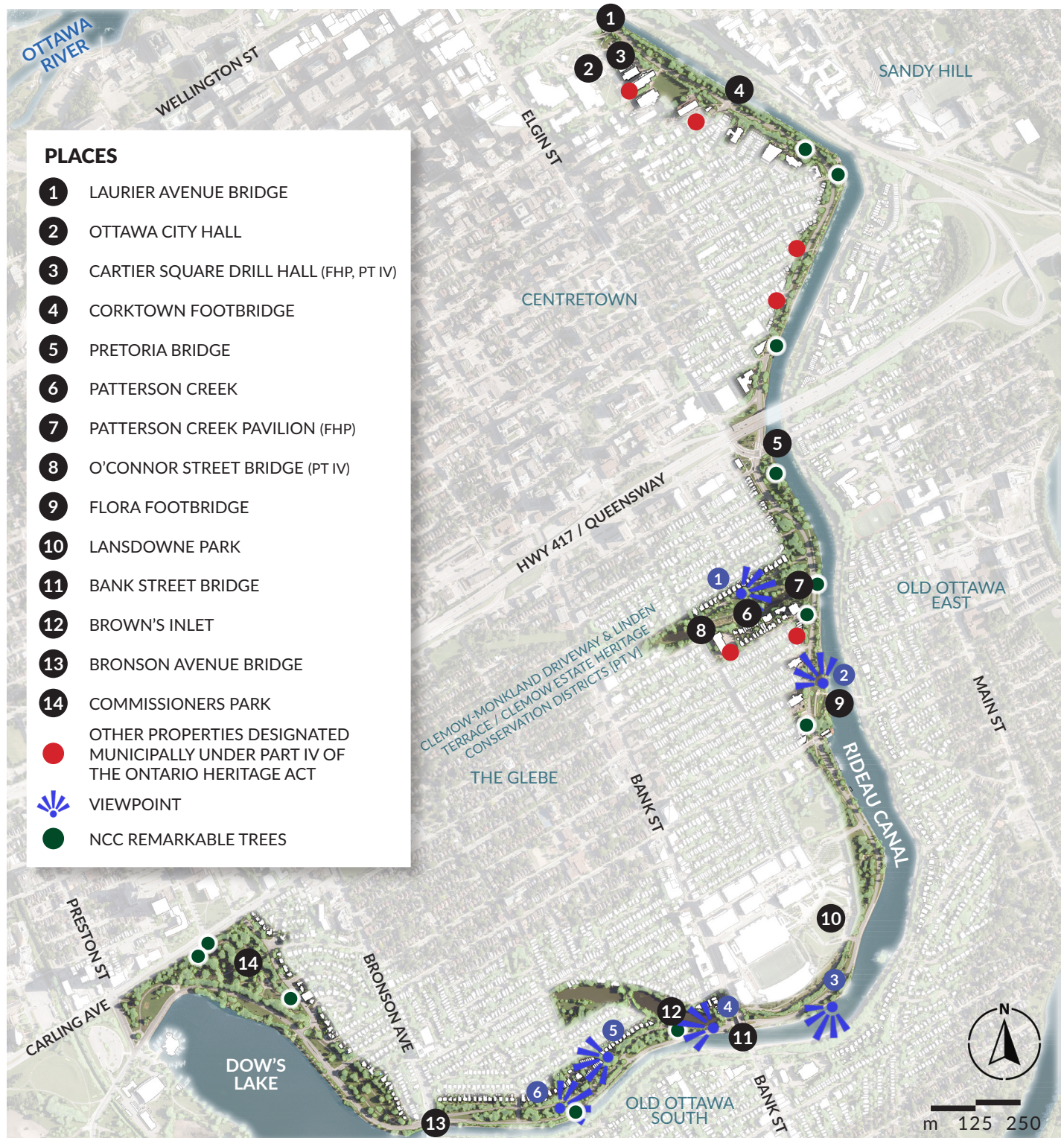
Credit: Matrix Heritage



Queen Elizabeth Driveway Character Area

Map 13

Ottawa Reach Character Area 6



ACRONYMS:

CHR - CANADIAN HERITAGE RIVER • FHP - FEDERAL HERITAGE PROPERTY • NHS - NATIONAL HISTORIC SITE • PT IV - DESIGNATED MUNICIPALLY UNDER PART IV OF THE ONTARIO HERITAGE ACT • PT V - DESIGNATED MUNICIPALLY UNDER PART V OF THE ONTARIO HERITAGE ACT • WHS - UNESCO WORLD HERITAGE SITE

Selected Views (Queen Elizabeth Driveway)



1

View from Patterson Creek under the Patterson Creek Bridge and towards the Canal.

Credit: Parks Canada



2

Views of the Lily Pond near Fifth Avenue and the Flora Footbridge.

Credit: Matrix Heritage



3

View from Queen Elizabeth Driveway towards Southminster United Church.

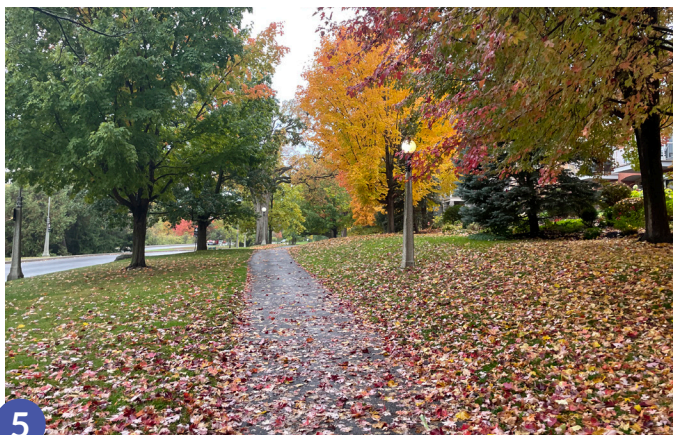
Credit: Mark Fryars



4

View of Brown's Inlet.

Credit: Matrix Heritage



5

Neighbourhood view along Queen Elizabeth Driveway.

Credit: Matrix Heritage



6

View along the Canal from the lower pathway between the Bronson Bridge and Bank Street Bridge.

Credit: Matrix Heritage

5.6.1 Description

The Queen Elizabeth Driveway Character Area overlaps with the Laurier to Bronson Character Area and Dow's Lake Character Area in its geography, history, heritage value and character-defining elements.

Queen Elizabeth Driveway Character Area is a linear landscape that extends 5.6 kilometres along the west side of the Rideau Canal from the National Arts Centre at the north end to Preston Street at Dow's Lake, where the Driveway meets Prince of Wales Drive. The Area includes the Driveway itself, its multi-use pathways and landscape treatment, three parks, seven bridges, and an almost continuous view of the Rideau Canal. Queen Elizabeth Driveway skirts around Lansdowne Park today, but Canal Drive (as it was originally known) originally went through the grounds of Lansdowne Park.

The verdant appearance of Queen Elizabeth Driveway was strongly influenced by the 1903 plan of Frederick Todd, which closely aligned with the theories of the influential landscape architect Frederick Olmstead Sr. who aimed for parkways to be "a scene of sylvan beauty, and with the sounds and sites of the ordinary town business, if not wholly shut out, removed to some distance and place in obscurity. The way itself would thus be more park-like than town-like."⁴⁷

The Driveway features a winding roadbed and sculpted hillocks. It also has broad greened verges along its three linear components – the two-lane road, a pathway on the Canal side of the road (with multi-use pathways on two different levels on the Canal side for most of the section between Laurier Avenue and the Pretoria Bridge), and a pathway. The park-like character is also sustained by the high number of mature trees on adjacent residential properties along its entire length, and by the presence of Patterson Creek, Brown's Inlet and Commissioners parks.



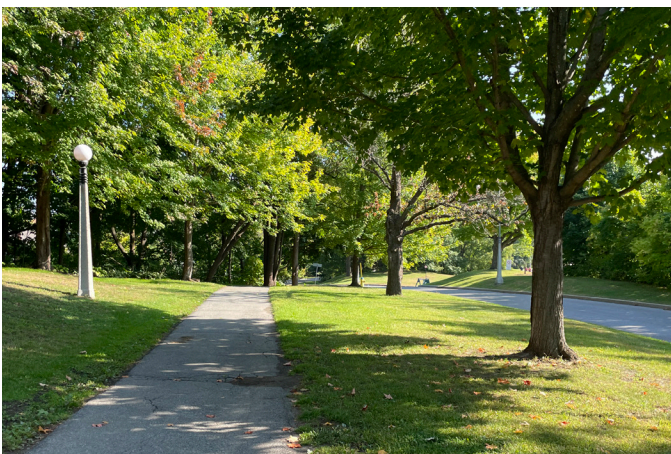
*Queen Elizabeth Driveway at the Patterson Creek Bridge, c. 1910.
Credit: Topley Studio, Library and Archives Canada, PA-009931*



Patterson Creek, looking east towards the O'Connor Street Bridge, April 1930. Credit: Toronto Star Photograph Archive, Toronto Public Library, TSPA_0107534F

The Driveway's curved road alignment, divided carriageways, naturalistic plantings, separation of pathways from roads, consistency in lighting and street furnishing extended to the Canal itself, and purposely designed and scenic views of the Canal have been conserved through decades of management by the NCC. In sum, Queen Elizabeth Driveway continues to retain a level of authenticity and integrity that is rare among the hundreds of similar styles of parkways developed across North America.⁴⁸

The residential character of the Queen Elizabeth Character Area is evident in adjacent uses (all residential and mostly low-rise) for the entire stretch from Lisgar Street (just past the Drill Hall) to Lansdowne Park and west of Bank Street to Carling Avenue, as well as to the management of the Driveway to prohibit commercial vehicles, reduce traffic speeds, and limit the number of signalized intersections.



Queen Elizabeth Driveway between Bank Street and Bronson Avenue, September 2023. Credit: Matrix Heritage

From Laurier Avenue south, the Driveway passes by privately owned lots, and pulls away from the Canal, whenever possible, to create a broad verge on the Canal side. This lengthens views and creates framed views through trees. In this section, the Canal is about 45-50 metres wide. The Driveway runs closest to the Canal between the Bank and Bronson bridges, where the Canal is only about 22 metres wide. Here the road separates into two narrow carriageways. Along this portion of the Driveway, the composition of the Driveway and Canal have the appearance and feel of being designed as a single unit, even though they are a century apart.

“Want [the Canal] to still be here when my kids grow up!”

Comment from the Ottawa Reach Public Engagement Kiosks

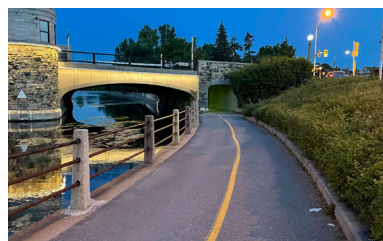
5.6.2 Heritage Value

The heritage value of the Queen Elizabeth Driveway Character Area lies in its history, design, views and context. As the Capital’s first scenic parkway, and one of the first beautification projects, its creation starting in 1899 as an urban scenic route not only provided a new recreational opportunity, but also facilitated appreciation of Ottawa as a Capital by connecting key greenspaces and landmarks, such as Confederation Square, the Central Canada Exhibition grounds (Lansdowne Park), and the Central Experimental Farm. Queen Elizabeth Driveway also appears to be one of the few extant turn-of-the-century driveways in North America of its type to have survived the short transition (c. 1900-1910) between the automotive age and the 1950-1970s freeway era without major changes to the road alignment, width, lighting or intersections.

The curated landscape design includes varied topography, sculpted mounds, specimen trees, and floral designs and displays along the driveway, typical of late 19th and early 20th century scenic routes in North America, contributing to its natural beauty. The narrow, foliated views between the Bank Street Bridge and Bronson Bridge offer a serene, immersive experience that highlights the interplay between nature and urban development, making the Queen Elizabeth Driveway a cherished component of Ottawa’s heritage.



Queen Elizabeth Driveway west of Bank Street, c. 1950. Credit: Library and Archives Canada, e999913333-u.



Pretoria Bridge and Rideau Canal Western Pathway at night. Credit: NCC

Queen Elizabeth Driveway has also played a crucial role in defining the character of nearby residential areas, especially the Golden Triangle, Glebe and Dow’s Lake. The extension of residential streets like Clemow Avenue and Monkland Avenue into the driveway area integrates the scenic drive with the residential landscape, creating a cohesive urban environment.

Queen Elizabeth Driveway has retained its significance as a social and recreational green artery within the city. It continues to be a popular active transportation corridor that is appreciated for its scenery and mature vegetation, as well as its multiple parks, including Confederation Park, Patterson Creek Park, Brown’s Inlet and Commissioners Park. The prohibition of commercial vehicles, low traffic speeds, and the limited use of signalized intersections uphold the driveway’s original intention as a leisurely, scenic route that helps preserve its historical character.

The rich variety of trees and shrubs of all sizes along the driveway are integral to its value, including NCC Remarkable Trees, many of which existed at the time of the construction of the Driveway, and others planted according to the precepts of the City Beautiful movement that informed all aspects of the Driveway’s design.

“Queen Elizabeth Driveway is the gem of our city - a pathway to the downtown core, sprinkled with water, beautiful bridges, historic landscaping”

Comment from the Ottawa Reach Public Engagement Kiosks



Charity run on Queen Elizabeth Driveway near Lansdowne Park, 2023. Credit: Matrix Heritage

5.6.3 Character-Defining Elements

Character-defining elements that represent major components of the Queen Elizabeth Driveway Character Area include:

- The design of the Driveway and its pathway system, including:
 - The lower pathway south of Laurier Avenue that was created at the foot of the original embankment for the Canal
 - The lower pathway along Mutchmor's Cut between the Bank Street and Bronson bridges
 - The pathways through Commissioners Park and along the edge of Dow's Lake
- The resulting designed, scenic views along the driveway and to the waterway, sometimes framed through trees, reflecting principles of the City Beautiful movement and many of the landscaping recommendations from Fredrick Todd's 1903 Report
- The residential edge in the neighbourhoods of the Golden Triangle, the Glebe, and Dow's Lake
- Greenspaces at Patterson's Creek Park and Brown's Inlet, and the Lily Pond area north of Fifth Avenue
- Several aesthetically noteworthy bridges: Laurier Avenue Bridge, Corktown footbridge, Pretoria Bridge, Flora Footbridge and Bank Street Bridge.
- Formally designated heritage properties (see Appendix 7)

Character-defining elements of the Driveway (road, plantings and pathways) as part of the Queen Elizabeth Driveway Character Area include:

- Its winding alignment that reveals a variety of scenic vistas along its length
- Its wide urban greenspace in the form of a linear park with an integrated roadway

- The limited number of signalized intersections and low speed, which reinforce an understanding of the road's primary and historic function as a scenic route
- The use of the "Pedestrian Aggregate Type" luminaire (introduced by the Ottawa Improvement Commission in 1916) along the Driveway and the later "T1" "lollipop" lamps – black steel pole with globe light in conjunction with the concrete-aggregate fence posts in a rhythmic sequence of the tenth post being slightly larger than the intermediary ones and with rolled-steel railings on the Canal
- The separation of east-bound and west-bound carriageways between the Bank Street Bridge and Bronson Bridge by a median park
- The shaping of the topography with sculpted mounds between the Bank Street Bridge and Bronson Avenue, including remnants of stairs that once led to one of multiple rustic wood structures built along the Driveway during the OIC era

Character-defining elements of the parks in the Queen Elizabeth Driveway Character Area include:

- Brown's Inlet Park area, which also serves to strengthen appreciation of the underlying landscape prior to the construction of the Canal
- Patterson Creek Park, which closely followed the 1903 Todd Plan and contains a set of elements related specifically to the OIC and FDC periods, namely:
 - Patterson Creek Bridge
 - Patterson Creek Pavilion FHP
 - Patterson Creek
 - NCC Remarkable Trees and other important specimen and historic plantings

Character-defining elements of the residential areas in the Queen Elizabeth Driveway Character Area include:

- The orientation of houses, with main facades facing Queen Elizabeth Driveway and the Rideau Canal, between McLeod Street and Park Avenue, Pretoria Avenue and Linden Terrace, First Avenue and Second Avenue, Broadway Avenue and Bronson Avenue, and Lakeview Terrace and Carling Avenue at Dow's Lake Road
- The predominance of two-to-three-storey residences

5.6.4 Views

Selected views associated with the Queen Elizabeth Driveway Character Area are represented in the following maps: Queen Elizabeth Driveway Character Area (Map 13), as well as the overlapping Plaza Character Area (Map 7), Laurier to Bronson Character Area (Map 8), Dow's Lake Character Area (Map 11), and their associated Selected Views pages.

5.6.5 Area-Specific Guidelines

In addition to the recommendations for the Ottawa Reach (Section 6 - Overall Conservation and Management the Recommendations) and the application of the *Standards and Guidelines for the Conservation of Historic Places in Canada*, the following guidelines are recommended for the Queen Elizabeth Driveway Character Area:

1. Recognize and preserve Queen Elizabeth Driveway as a rare surviving example of a parkway created prior to general use of automobiles but evolved in a sympathetic way to serve the automobile era.
2. Adjust road engineering designs to the character-defining elements of the Queen Elizabeth Driveway, such as its alignment and its focus on views rather than speed.
3. Aim to retain residential development that is lower than the tree canopy.
4. Encourage property owners to retain and plant trees to strengthen the urban canopy and the park-like feel of even the small public spaces along the Driveway.
5. Encourage new construction to be compatible with historic buildings in the streetscape through its use of material and window to wall ratio.

6. Consider using Patterson Creek where adaptive boating opportunities could be accessed, allowing a broader range of visitors to enjoy the Canal.
7. For safety, and especially with more young children using push bikes and scooters and more cyclists on electric bikes, consider changes to the design of the road to encourage more cyclists to use the road rather than the pathways.
8. Minimize signage (especially lighted signs) and other visual clutter obscuring heritage views.
9. Ensure the introduction of any new features and amenities, such as canoe docks/access points, or cafes, are compatible with the aesthetic and historical value of the Queen Elizabeth Driveway.
10. The building of the new Queensway Bridge over the Rideau Canal provides an opportunity to create a more sensitive design at the street, pathway and canal levels in all seasons.

***“What is a city without park space?
A stone desert. Parks add livability,
health, a place to connect.”***

***Comment from the Ottawa Reach Public
Engagement Online Survey***



Distinctive OIC-style luminaires on Queen Elizabeth Driveway and its paths and some other NCC parkways and streets planned by the OIC.

Credit: NCC



Tulip Beds, Commissioners Park.

Credit: NCC



5.7 COLONEL BY AND ECHO DRIVES

Ottawa Reach Character Area 7

*The Rideau Canal showing the band of forested
slope along Colonel By Drive.
Credit: NCC*



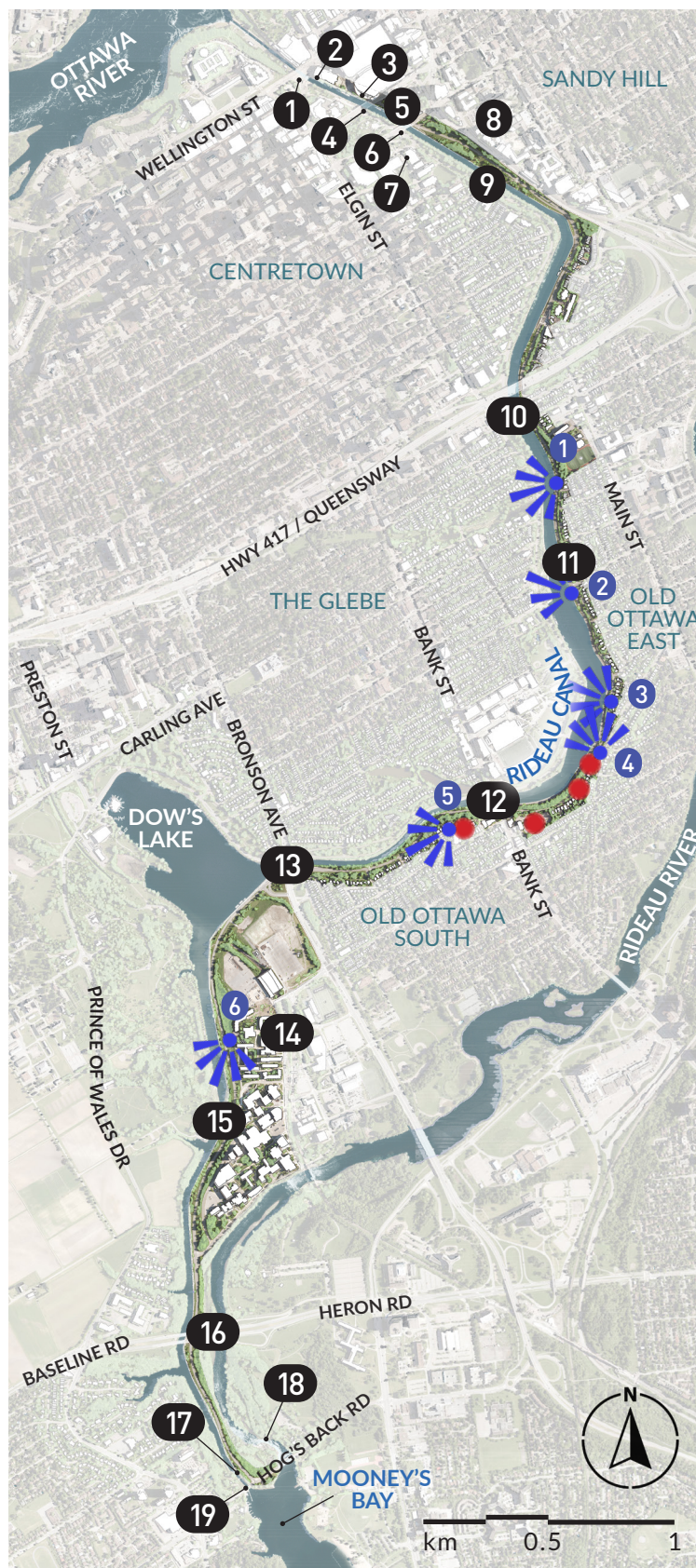
Colonel By and Echo Drives Character Area

Map 14

Ottawa Reach Character Area 7

PLACES

- 1 PLAZA BRIDGE
- 2 SENATE OF CANADA BUILDING / FORMER UNION STATION (FHP)
- 3 ROGERS CENTRE
- 4 MACKENZIE KING BRIDGE
- 5 MAJOR-GENERAL GEORGE R. PEARKES BUILDING, DND
- 6 LAURIER AVENUE BRIDGE
- 7 CARTIER SQUARE DRILL HALL (FHP, PT IV)
- 8 UNIVERSITY OF OTTAWA
- 9 CORKTOWN FOOTBRIDGE
- 10 PRETORIA BRIDGE
- 11 FLORA FOOTBRIDGE
- 12 BANK STREET BRIDGE
- 13 BRONSON AVENUE BRIDGE
- 14 CARLETON UNIVERSITY
- 15 HARTWELLS LOCKSTATION, LOCKS 9-10 (WHS, NHS, CHR)
- 16 HERON ROAD WORKERS MEMORIAL BRIDGE
- 17 HOGS BACK LOCKSTATION, LOCKS 11-12 (WHS, NHS, CHR)
- 18 PRINCE OF WALES FALLS (CHR)
- 19 HOGS BACK SWING BRIDGE
- OTHER PROPERTIES DESIGNATED MUNICIPALLY UNDER PART IV OF THE ONTARIO HERITAGE ACT
- VIEWPOINT
- NCC REMARKABLE TREES



ACRONYMS:

CHR – CANADIAN HERITAGE RIVER • FHP – FEDERAL HERITAGE PROPERTY • NHS – NATIONAL HISTORIC SITE • PT IV – DESIGNATED MUNICIPALLY UNDER PART IV OF THE ONTARIO HERITAGE ACT • PT V – DESIGNATED MUNICIPALLY UNDER PART V OF THE ONTARIO HERITAGE ACT • WHS – UNESCO WORLD HERITAGE SITE

Selected Views (Colonel By and Echo Drives)



1

View from Colonel By Drive and Echo Drive across the Canal to the entrance of Patterson Creek.

Credit: NCC



2

View of the Canal bridges (with the Flora Footbridge shown here).

Credit: Matrix Heritage



3

View from Echo Drive across the Canal to the Aberdeen Pavilion.

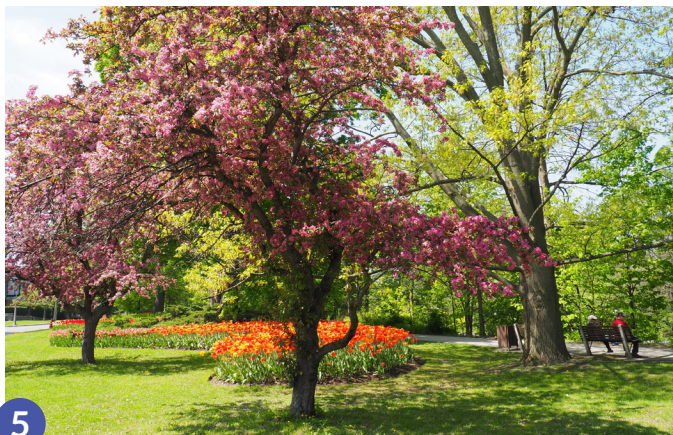
Credit: Mark Fryars



4

View of skaters on the Canal from Colonel By and Echo Drives.

Credit: Matrix Heritage



5

View along Colonel By Drive west of Bank Street along the section developed as Echo Drive.

Credit: Matrix Heritage



6

View of Hartwells Lockstation from Colonel By Drive and the pathways.

Credit: Matrix Heritage

5.7.1 Description

The Colonel By and Echo Drives Character Area overlaps with the Plaza Character Area, Laurier to Bronson Character Area, Dow's Lake Character Area, and Hartwells and Hogs Back Character Area in its geography, history, heritage value and character-defining elements.

The Colonel By and Echo Drives Character Area is a linear landscape that extends along the east and south sides of the Rideau Canal from Confederation Boulevard's junction at Rideau Street and Sussex Drive to Hog's Back Road. The area includes ten bridges, landmark views to and from the Canal, the Senate of Canada Building (formerly Union Station), several designated municipal heritage properties, and the edges of three older neighbourhoods – Sandy Hill, Old Ottawa East (also known as Archville) and Old Ottawa South. Carleton University occupies the edge of the area from Bronson Avenue around the south embankment of Dow's Lake to the southern end of University Drive. Designated a Scenic Entry route in the City of Ottawa Official plan, Colonel By Drive also serves as part of the ceremonial route that connects the Ottawa/Macdonald–Cartier International Airport to Confederation Boulevard. Echo Drive, which runs roughly parallel to the mid-section of Colonel By Drive, is located on the top of the Canal slope. It is part of the civic street network, but has a close association with the history of the Canal and is part of its visual setting.

Echo Drive is a municipal road running parallel to Colonel By Drive between Concord Street North and Bank Street. In 1909, Prime Minister Wilfrid Laurier was asked to approve the transfer of Ordnance land to the OIC as part of a plan to develop a driveway linking Strathcona Park in Sandy Hill to the Concession Bridge (rebuilt as the Bronson Bridge), where the driveway would connect with the existing Queen Elizabeth Driveway. Very soon, however, plans were also made to extend what was then Echo Drive as far as the Hartwells Lockstation, and to improve the pavement on Echo Drive between Bank Street and Pretoria Avenue. In the 1920s, the Department of Railways and Canals built concrete retaining walls on Colonel By Drive (then called Canal Road) to improve the road to Hog's Back Road for pleasure driving to see Prince of Wales Falls (then known as Hog's Back Falls). In 1922, the NCC completed Colonel By Drive from Bank Street to Bronson Avenue, but work continued to improve the landscaping into the late 1920s.

The second phase of development of the federal portions of Colonel By Drive took place between 1932 and 1936 when work was undertaken to build a roadbed along the east side of the Canal from Bank Street to Pretoria Avenue by reinforcing the Canal walls with concrete and

“There are sections of Col. By Drive that could be improved naturally – areas that are poorly treed (Ottawa University). Make it a canopied corridor.”

Comment from the Ottawa Reach Public Engagement Online Meetings

placing the road on infill. The last major phase came in the 1960s when Colonel By Drive was completed with the extension on the alignment of the former railbed leading to Union Station (now the Senate of Canada Building).

The slope down from Echo Drive to the section of Colonel By Drive developed in the 1930s is heavily treed east of the Bank Street Bridge, which significantly influences the appearance of the Rideau Canal and the perception that the Canal's surroundings are forested. In contrast, the slope appearance further east where Echo Drive comes close to Colonel By Drive consists of armourstone, a striking contrast with the historic appearance of the banked-earth walls of the Canal.



“Echo Drive from point opposite Galt St. looking west,” c. 1927-1932.

Credit: Library and Archives Canada, e999908818, 5026379



“Echo Drive Looking east from Leonard St.,” c. 1927-1932. The tree in the foreground is still standing in 2024.

Credit: Library and Archives Canada, e999908820



Construction on Echo Drive and present-day Colonel By Drive, looking south from Bank Street,” c. 1927-1932.

Credit: Library and Archives Canada, e999908827



Spiral Staircase descending from the Mackenzie King Bridge to Colonel By Drive, 1980. Credit: NCC

5.7.2 Heritage Value

The heritage value of the Colonel By and Echo Drives Character Area, is connected to its historical associations with Capital and civic beautification, as well as experiential qualities. The parkways and streets in the area aimed to enhance Ottawa's status as the National Capital through scenic and ceremonial routes. Today, the interrelated histories of each of these routes is largely hidden below what are now clearly differentiated roads linked by views across the Canal.

Colonel By Drive is part of the federal parkway system serving aesthetic and Capital functions. Leveraging the beauty, experiential qualities and heritage of the Rideau Canal in a manner similar to Queen Elizabeth Driveway. Colonel By Drive was constructed in sections beginning in 1920 but is most strongly associated with the Gréber Plan of 1950. Based on recommendations from the Gréber Plan for removal of railway tracks on the east bank of the Canal, the final section of Colonel By Drive from Hawthorne Avenue to Sussex Drive was completed along this route in 1967. This parkway became part of a longer ceremonial route from the Ottawa airport to Rideau Hall, intended to link parkland, national monuments, federal nodes and historic places in the Capital.

Echo Drive, the name of the original segment of the OIC/FDC driveway, has a history as both a civic and Capital route. Positioned along a high ridge that early maps identified as a "mountain," Echo Drive features notable institutional buildings, namely, Southminster United Church and the former Monastery of the Precious Blood (now the Royal College of Physicians and Surgeons) where the elevated position of Echo Drive provides panoramic views of the Rideau Canal. The treed edges

of Echo Drive and its proximity to the canal have made it a prime site for large homes, contributing to the area's distinctive character and strong architectural presence within the neighborhoods of Old Ottawa East and Old Ottawa South.

The residential development along the Colonel By and Echo Drives Character Area further emphasizes its heritage significance. Stately houses lining the canal were strategically built to capitalize on the scenic views and proximity to the waterway.

"More trees [on the east side of the Canal, especially between Corktown and Flora [bridges]!"

Comment from the Ottawa Reach Public Engagement Kiosks

5.7.3 Character-Defining Elements

The character-defining elements of the Colonel By and Echo Drives Character Area include:

- Colonel By Drive's winding alignment that closely follows that of the Rideau Canal and reveals a variety of vistas along its length
- The Drive's status as a two-lane thoroughfare, specifically designed to serve as a scenic drive set within a park-like setting consistent with parkway design principles with a succession of vistas, and the official entry route to the Capital for dignitaries arriving from the airport
- The high-quality aesthetic design through elements such as the mortared masonry limestone retaining walls, lighting standards, stairways, rockeries and plantings



Rideau Canal Eastern Pathway near Carleton University, September 2023. Credit: Matrix Heritage

- Evidence in the road patterns of the ways in which the Canal's presence allowed for stretches of land to be used for railways and roads
- The embankment on the south side of Dow's Lake that is part of one of the original Canal dams required to form Dow's Lake
- The strongly defined edge of Colonel By Drive north of Pretoria Avenue where Echo Drive ends
- The orientation of houses (two and three storeys), with main facades primarily facing Echo Drive from the Bronson Avenue Overpass to the intersection with Main Street
- Residential properties on Echo Drive developed close to the grade at Colonel By Drive between Rosedale Avenue and the Bronson Avenue Overpass, that are separated from Colonel By Drive via a wide, treed verge

5.7.4 Views

Selected views associated with Colonel By and Echo Drives Character Area are represented in the Colonel By and Echo Drives Character Area Map (Map 14), as well as the overlapping Plaza Character Area (Map 7), Laurier to Bronson Character Area (Map 8), Dow's Lake Character Area (Map 11), Hartwells and Hogs Back Character Area (Map 12), and their associated Selected Views Pages.

5.7.5 Area-Specific Guidelines

In addition to the recommendations for the Ottawa Reach (Section 6 - Overall Conservation and Management the Recommendations) and the application of the *Standards and Guidelines for the Conservation of Historic Places in Canada*, the following guidelines are recommended for the Colonel By and Echo Drives Character Area:

1. To address the loss of tree canopies in this character area which has occurred over the decades, and which has resulted in a discrepancy of tree cover between Queen Elizabeth Driveway and Colonel By Drive, strategic tree planting should be executed on Colonel By Drive. This action will provide a more comfortable micro-climate, a better driving and pedestrian experience, and if executed correctly will improve views rather than impeding them.
2. Consider using selective narrowing of Echo Drive to allow for treed areas on City land to screen large buildings and homes from view, while also adding to the urban canopy.
3. Aim to retain residential development that is lower than the tree canopy.

4. Encourage property owners to retain and plant trees to strengthen the urban canopy and the park-like feel of even the small public spaces along the Driveway.
5. Encourage new construction to use a similar ratio of windows and solid walls as the historic residential forms, rather than using large expanses of glass.
6. For safety, and especially with more young children using push bikes and scooters and more cyclists on electric bikes, consider changes to the design of the road to encourage more cyclists to use the road rather than the pathways.
7. Minimize signage (especially lighted signs) and other visual clutter obscuring heritage views.
8. Ensure the introduction of any new features and amenities, such as canoe docks/access points, or cafes, are compatible with the aesthetic and historical value of Colonel By Drive.
9. Conserve the heritage characteristics of the planting, pathways, and alignment of Colonel By Drive west of Bank Street that was designed by the OIC.
10. The rebuilding of the new Queensway Bridge over the Rideau Canal provides an opportunity to create a more sensitive design at the street, pathway and canal levels in all seasons.
11. If further reinforcement of the slope along Colonel By Drive near the Bank Street Bridge is required, consideration should be given to a multi-year and selective approach to retain the appearance of an unbroken forest canopy, possibly by selectively removing trees and install anchoring and stonework in small sections.

“Make sure... investment plans bolster enjoyment, and consider these investments over the next 10-20 years.”

Comment from the Ottawa Reach Public Engagement Online Meetings



Colonel By Drive, May 2024. Credit: Matrix Heritage



Flower Border Along Colonel By Drive, May 2024.

Credit: Matrix Heritage

Colonel By Drive (formerly Echo Drive), c. 1938.

Credit: NCC



6: Overall Conservation and Management Recommendations – Ottawa Reach



Queen Elizabeth Driveway between Bank Street and Bronson Avenue, October 2023.
Credit: Matrix Heritage

6.1 About the Recommendations

The recommendations for the Partners are intended to inform their respective roles in the stewardship of public lands, public programs, and land use planning. The recommendations aim to be consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada* and to be applicable to many types of projects, such as roads, urban development, bridge crossings, universal accessibility improvements, commercial development, changes to support active modes of transportation, visitor services, and interpretation.

6.1.1 Indigenous Values

Parks Canada, the National Capital Commission, and the City of Ottawa will continue to seek ways that Indigenous histories, in the voices of Indigenous peoples, can be better shared with, and communicated to, visitors at historic places. Opportunities exist for Parks Canada to

acknowledge and integrate the longstanding Indigenous presence within the lockstation landscapes and within the broader Rideau Corridor, should that be the desire of the local Indigenous population.

6.2 Public Input

Public engagement for the Ottawa Reach Study demonstrated that people are passionate about the role of the Rideau Canal in their quality of life and to the sustainability of their communities. They take pride in their contributions to preserving and celebrating this national treasure for present and future generations. Given its significant presence in the Capital region, the Rideau Canal presents a wealth of opportunities to collaborate with communities and community groups, Indigenous partners, not-for-profit organizations, businesses, and the broader tourism industry in raising awareness about the heritage value of the Ottawa Reach, and creating support for conservation initiatives.

Previous studies have also confirmed public interest in conserving the Canal's heritage, particularly consultations around Parks Canada's management plans for the Rideau Canal and the 1998 study titled *The Cultural Landscapes of the Rideau Canal Corridor* by Herb Stovel and his team. The study's discussion of the Ottawa Reach was necessarily limited by the large scale of the project, but is relevant, nonetheless. In addition to the recommendation (since fulfilled) for the Rideau Canal to be nominated as a WHS, key recommendations of the Stovel study that are integrated into the recommendations for the Ottawa Reach were:

- Strengthen public appreciation for, and sensitivity to, the fate of the Corridor's cultural landscape
- Develop guidelines for use in working with cultural landscapes at the municipal level
- Test innovative methods for cultural inventories and management

6.3 Objectives

The objectives of the recommendations proposed below for the Ottawa Reach Cultural Landscape are to:

1. Conserve physical character-defining elements of the Ottawa Reach, including individual heritage properties, views, landscape treatments and circulation systems
2. Conserve and enhance the tree canopy on public land and adjacent properties
3. Conserve the natural heritage values of the Ottawa Reach
4. Support public activities that contribute to:
 - a. Conservation of character-defining elements of the Ottawa Reach
 - b. Public appreciation of heritage values
 - c. Access to and enjoyment of the Ottawa Reach

The recommendations acknowledge that the Ottawa Reach is a form of living heritage, where change can be expected and where public activities contribute to the heritage value of the landscape. The recommendations also recognize the reciprocal relationship between the Ottawa Reach and adjacent neighbourhoods. The treed character of the neighbourhoods contributes to the conservation of the Canal's setting, while, at the same time, the Rideau Canal, the natural environment, recreational opportunities, parks and parkways enhance the quality of related neighbourhoods.

Strategies are required to recognize and further this mutually beneficial relationship as change continues within the urban context of the Ottawa Reach. Anticipated development pressures in the established residential areas along the Ottawa Reach necessitate thoughtful planning. Achieving higher housing density to align with provincial policies and the Official Plan in parts of the Ottawa Reach is possible if appropriate measures are in place to protect the landscape's cultural heritage value and the setting of the WHS.

The fragility of the landscape and the need for guidelines has been recognized for a long time. In 1976, Rupert H. Dobbin, who later became a planner in Port Hope, Ontario, cautioned that Capital parkways (with a focus on Queen Elizabeth Driveway) were often perceived solely as transportation corridors, rather than celebrated for their dynamic views and panoramas of waterscapes. Without recognizing these linear panoramas, the parkways "frequently appear to both developers and planners alike to be an excellent location for higher density use." He added "that such a practice, if uncoordinated by some universal policy, could easily produce a disjointed, unpleasant panorama."⁴⁹ During public engagement for the Ottawa Reach Study, protecting waterscapes and the park-like setting of the Ottawa Reach were repeatedly mentioned as an important concern.

The proposed recommendations for the Ottawa Reach also aim to support the directions outlined in the NCC's Capital Design Guidelines. While the Capital Design Guidelines are not prescriptive, they convey intent regarding appropriate designs for federal land.

"More tree planting on the east side north of Pretoria. More benches everywhere. Non-commercial access to the waterway for canoes, kayaks. Washrooms. Treat as a linear park (in somewhat the same spirit as NYC's High Line or the Lichtentaler Allee in Baden-Baden)."

Comment from the Ottawa Reach Public Engagement Online Survey

6.4 Recommendations

1. The **Statement of Significance for the Ottawa Reach** should be adopted as an additional source for assessing impacts and providing guidance for the conservation of the cultural landscape, the mitigation of impact on the Ottawa Reach and for assessing the suitability of new programs and events.
2. The **conservation of the character-defining elements** of the Ottawa Reach should be prioritized in land use planning decisions for internal and external proposals within the study area.
3. The sections of the Ottawa Reach that have a **strong relationship with Capital planning and beautification** (primarily areas outside the three Lockstations and Plaza Character Area) generally followed the philosophies of Frederick Law Olmsted Sr. and his son Frederick Law Olmsted Jr., whose work and ideas were influential for much of the OIC and FDC periods. Landscape designs should take their cue from nature and emphasize the importance of compositions as a whole.
4. Consider conservation tools available under the Ontario Heritage Act, such as **Heritage Conservation Districts** as a means to raise conservation as a priority in development and change. Potential study areas for Heritage Conservation Districts could include:
 - a. Properties on and near Queen Elizabeth Drive from Somerset to the Queensway Bridge (exact boundaries to be determined)
 - b. Properties on and near Queen Elizabeth Drive from Pretoria Avenue to the Bronson Bridge (exact boundaries to be determined)
 - c. Properties on Echo Drive and Colonel By from Hawthorne to Bronson Avenue (exact boundaries to be determined).
 - d. Properties overlooking Commissioners Park (exact boundaries to be determined)
5. Consider tools under the Planning Act to regulate development within the Rideau Canal Special District and provide guidelines for development at a neighbourhood or site-specific scale. Tools may include:
 - a. A **Secondary Plan, Community Design Plan or Area-Specific Policies** that would inform development applications including Official Plan Amendments, Zoning By-law Amendments, Site Plan Approvals, Minor Variances and Consents, among others
 - b. A **Development Permit or Community Planning Permit By-law**. This would combine the applications listed above into one permit, issued based on conformity with the Community Planning Permit By-law. The City of Ottawa is currently testing the Community Planning Permit system in other parts of the City. Depending on the outcome of this pilot project, the City may explore implementing the Community Planning Permit in the Ottawa Reach.
6. Consider creating a **Character Area for the Rideau Canal Special District** according to the City of Ottawa Official Plan, Section 4.5.13. This section allows the City to identify areas of cultural heritage value that may benefit from design guidelines that will assist in the conservation and understanding of these areas. For the Ottawa Reach, the guidelines could reflect those found within Section 6.6.2.2, 4) a & 4) b of the Rideau Canal Special District that states:
 - 4) a (i) Development will respect the existing patterns of building footprints, height, massing, scale, setback and landscape character within the associated streetscape. The associated streetscape will be determined by the existing low-rise properties on one, or if applicable, both sides of the same street, on the same block as the subject property"
 - 4) a (iii) Carefully consider the visual relationship between the site and the Canal, including the adjacent or nearby federal parkways and the preservation of mature trees by ensuring the continuity of the existing landscape patterns, orientation of buildings and preserving views to and from the Canal.
7. This document includes a sample of **important views, viewscapes or vistas**, based on historic evidence and generally accepted opinion, as well as those that reflect the results of the public consultation undertaken through this project. Further analysis and evaluation to refine how views identified in this document or others should be conserved and protected and through an appropriate mechanism is recommended.
8. Consider implementing a **tree protection process** wherein property owners and developers enter into an agreement not only for undertaking tree protection on adjacent properties when development occurs, but also for implementing long term mitigation strategies to ensure tree survival, especially when tree canopies are important for screening views of development.

9. Develop an **interpretation strategy** for the Ottawa Reach with a focus on encouraging more groups and individuals to become ambassadors for conservation of the area's cultural and natural heritage values and to increase understanding of Indigenous perspectives. Options could include offering incentives or training to community partners in exchange for more involvement in delivering interpretation services such as community-led walking tours, lectures, boat tours, etc.
 10. Consider using the small **Mooney's Bay parcel** in the Ottawa Reach for delivering interpretation services related to the natural environment of the Rideau Canal.
 11. Examine **universal accessibility requirements** and opportunities for the Ottawa Reach and consider adding docks suitable for adaptive watercraft at Pattersons Creek, Dow's Lake, Mooney's Bay and on the Ottawa River.
 12. **Minimize signage** (especially lighted signs) and other visual clutter that may negatively impact the visual quality of views and valued components in the Ottawa Reach. Where signage and other wayfinding elements are required, these should be thoughtfully sized, of high design quality and placed in locations that do not detract from the cultural heritage value of the canal.
 13. Ensure that any **new features and amenities**, such as canoe docks/access points, or cafes, added to the Ottawa Reach are compatible with character-defining elements of the Canal and other heritage places, including parks, buildings and bridges.
 14. Follow **the principles of the NCC's Capital Illumination Plan** in lighting buildings and spaces along the Rideau Canal, including: Principle 1 - Adopt responsible environmental management practices; Principle 2 - Reveal the beauty of the central Capital landscape; Principle 5 - Balance of the role of light and the role of darkness; and Principle 6 - Collaborate and coordinate in support of a global nighttime image.
 15. **Archaeological resources** identified within the Rideau Canal Cultural Heritage Landscape must be documented and managed, where possible, in accordance with relevant protocols and policies.
- Guidelines specific to each Character Area are identified in the following sections:
- 5.1.5 – Area-specific Guidelines (Entrance Valley Character Area)
 - 5.2.5 – Area-specific Guidelines (Plaza Character Area)
 - 5.3.5 – Area-specific Guidelines (Laurier to Bronson Character Area)
 - 5.4.5 – Area-specific Guidelines (Dow's Lake Character Area)
 - 5.5.5 – Area-specific Guidelines (Hartwells & Hogs Back Character Area)
 - 5.6.5 – Area-specific Guidelines (Queen Elizabeth Driveway Character Area)
 - 5.7.5 – Area-specific Guidelines (Colonel By and Echo Drives Character Area)



Statue of John By, Lieutenant-Colonel, Royal Engineers, Major's Hill Park. Credit: Matrix Heritage

7: Conclusion



Night view from the Plaza Bridge. Credit: NCC

The Ottawa Reach is a braided landscape where national, Capital and local values are fully intertwined. Ottawa owes its location and founding to the construction of the Rideau Canal, which also became a key organizing influence in the city's urban design. Beginning officially in 1899, the NCC (and its predecessors the OIC and FDC), with involvement by the City of Ottawa, invested public funds in parkways, roads, lighting schemes, and park-building projects to enhance the appearance of the Capital. The first Capital improvement project, Queen Elizabeth Driveway (then called Canal Drive), aimed to improve the appearance of the Rideau Canal, especially views from the railway leading to Union Station (now the Senate of Canada Building).

The OIC and FDC work was also intended to improve urban conditions. The driveways were a purposeful catalyst for residential development of notable quality. Almost all development in the Ottawa Reach south of Laurier Avenue from 1900 to the mid 1900s consisted of small-scale, but well-appointed, residential forms. The NCC and City remained mindful of their role in preserving views and opportunities for public enjoyment. In 1925, for example, the City of Ottawa tried to block construction of a house on Lakeview Terrace. The City argued that the house “would block the view at an important part of the Driveway” and asked the Ottawa Improvement Commission (OIC) to purchase the property.⁵⁰

Residents of Ottawa have long been at the forefront of heritage conservation efforts in the Ottawa Reach. For generations, private property owners along the Canal have recognized the beauty of the area and have been mindful of the legacies that come from caring for their portions of the cultural landscape. Public advocacy protected the Canal from various reuse schemes, and stopped demolitions of the Pretoria Bridge, the Senate of Canada Building, the Commissariat Building/Bytown Museum, Bank Street Bridge, and other structures that have been critical to conserving the heritage values of the Ottawa Reach.

Today, there is even more pressure to allow tall towers and homes with larger footprints close to the edges of the Canal. These changes have impacts on views and natural conditions, including light and the breadth of the green canopy created by trees on both public and private properties. As emphasized in the guidelines in this study, however, change can be expected and should be welcomed, but heritage values should be the foundation for understanding and assessing impacts prior to approval.

“Any and all greenspace/public space is important to the viability of the Canal as a space where citizens can unwind, meet up with friends and enjoy their city.”

*Comment from the Ottawa Reach Public
Engagement Online Survey*

8: Endnotes

- ¹ Frederick G. Todd, *Preliminary Report to the Ottawa Improvement Commission*, 1903: 1. Online at <https://ncc-website-2.s3.amazonaws.com/documents/Preliminary-Report-to-The-Ottawa-Improvement-Commission-1903-Frederick-G.-Todd.pdf>.
- ² "Wants whole canal closed," [letter to the editor] *The Ottawa Citizen*, 4 November 1910. Accessed online through [Newspapers.com](https://www.newspapers.com).
- ³ National Capital Commission (NCC), *Working with Cultural Landscapes: A Guide for the National Capital Region*, (Ottawa: National Capital Commission, January 2023). Online at https://publications.gc.ca/collections/collection_2023/ccn-ncc/W93-77-2023-eng.pdf.
- ⁴ This definition is also used in the *Standards and Guidelines for the Conservation of Historic Places in Canada*, 2nd edition, which is a pan-Canadian reference source for cultural heritage practice and decision-making. Online at www.historicplaces.ca/en/pages/standards-normes.aspx.
- ⁵ UNESCO, "Annex 3: Guidelines on the Inscription of Specific Types of Properties on the World Heritage List," *Operational Guidelines for the Implementation of the World Heritage Convention* (2008): 86.
- ⁶ Gordon D. Watson, "Paleo-Indian and Archaic Occupations of the Rideau Lakes," *Ontario Archaeology*, Vol. 50 (1990): 9.
- ⁷ Alan McMillan D, *Native Peoples and Cultures of Canada* (Vancouver: Douglas and McIntyre, 1995).
- ⁸ Jean-Luc Pilon and Randy Boswell, "Below the Falls; An Ancient Cultural Landscape in the Centre of (Canada's National Capital Region) Gatineau," *Canadian Journal of Archaeology* 39, no. 2 (2015): 257-292.
- ⁹ Paterson Group, Stage 4 Archaeological Mitigation: Washkà Site (BhFw-116) 5721, 5731, and 5741 Manotick Main Street, Concession A, Part Lot 5 Geographic Township of North Gower, City of Ottawa, Ontario (Ottawa, 2016).
- ¹⁰ Golder Associates Ltd, Stage 3 Archaeological Assessment Riverside South Phase 12 Lands, Site BhFw-110, Part Lot 20, Broken Front Concession, Rideau Front, Geographic Township of Gloucester, Ottawa, Ontario (Ottawa, 2016).
- ¹¹ Fisher Archaeological Consulting, Stage 4 Assessment, BiFw-101, Vincent Massey Park, Ottawa, 2009.
- ¹² Jean-Luc Pilon, "Getting Over the Falls: The Archaeological Heritage of Rockcliffe Park," *Arch Notes* 13, no. 1 (2008): 7-16.
- ¹³ Peter Burroughs, "Ramsay, George, 9th Earl of Dalhousie," in *Dictionary of Canadian Biography*, vol. 7, University of Toronto/Université Laval, 2003. Online at http://www.biographi.ca/en/bio/ramsay_george_7E.html.
- ¹⁴ Ken Watson, "Statistics of the Rideau Canal," rideau-info.com website. Online at www.rideau-info.com/canal/statistics.html.
- ¹⁵ Ken Watson, "Death – A Rideau Mythconception," rideau-info.com website. Online at www.rideau-info.com/canal/articles/death.html.
- ¹⁶ Research about the Rideau Canal has been weighted heavily towards engineering and military history, and the Canal's connection to settlement and the development of eastern Ontario. As historian Gabrielle McLaren notes, "It remains a problem that there is no historical work on canalization's impact on Indigenous communities in Ontario." See: Gabrielle McLaren, "'Not so very fine and healthy as has been reported': Settlers, Malaria, and the Construction of the Rideau Canal (1826-1832)," MA Thesis, Concordia University, 2022: 23. Online at https://spectrum.library.concordia.ca/id/eprint/990920/1/McLaren_MA_F2022.pdf.
- ¹⁷ Records of A.J. Christie (1826 and 1827), reported in Ken Watson, "History of the Rideau Canal," rideau-info.com website. Online at www.rideau-info.com/canal/history/hist-canal.html.
- ¹⁸ Robert Legget, *Rideau Waterway*, revised edition (Toronto: University of Toronto Press, 1972): 205.
- ¹⁹ Canada. Census Office, *Fourth Census of Canada, 1901. Vol. I, Population = Quatrième recensement du Canada, 1901. Vol. I, Population*. Online at <https://archive.org/details/1901981901FV11902engfra/page/18/mode/2up?q=ottawa>.
- ²⁰ "Here for the Convention," (Ottawa) *Daily Citizen*, 20 June 1893: 5. Accessed through [Newspapers.com](https://www.newspapers.com).
- ²¹ K. Hillis, "A History of Commissions: Threads of An Ottawa Planning History," *Urban History Review / Revue d'histoire urbaine*, Vol. 21, No. 1: 47. Online at www.erudit.org/en/journals/uhr/1992-v21-n1-uhr0883/1019246ar.pdf.
- ²² Jennifer A. Cousineau, "Frederick Gage Todd (1876-1948)," Historic Sites and Monuments Board of Canada and Parks Canada, Submission Report – Person, Report Number 2019-23: 12-13.
- ²³ Parks Canada, *Rideau Waterway: 2000-2012*, Canadian Heritage River Monitoring Report, 2012: 3. Online at https://chrs.ca/sites/default/files/2020-03/CHRSRideau_10yearReport.pdf.

- ²⁴ Robin Consultants Inc., *Lower Rideau Watershed Strategy: Executive Summary*, 2005: 5. Online at <https://app06.ottawa.ca/calendar/ottawa/citycouncil/pec/2006/10-24/ACS2006-PGM-POL-0080%20Document%203%20English.pdf>.
- ²⁵ Rideau Valley Conservation Authority (RVCA), *Watershed Conditions Report*, 2023: 87.
- ²⁶ RVCA, *Watershed Conditions Report*: 176.
- ²⁷ RCVA, *Watershed Conditions Report*: 143.
- ²⁸ RCVA, *Watershed Conditions Report*: 176.
- ²⁹ UNESCO World Heritage Centre - Decision - 31 COM 8B.35. Online at whc.unesco.org/en/decisions/1333.
- ³⁰ The concept of “buffer zones” was adopted by UNESCO prior to the inscription of the Rideau Canal World Heritage Site, but, as UNESCO has advised, a buffer zone cannot “address every threat or respond to every opportunity or issue as some of these will come from beyond the buffer zone. A third concept, Area of Influence, may be useful for certain sites that might not have limits and boundaries, but where anything in the area that impacts the World Heritage property would need to be considered.” The Ottawa Reach Study is consistent with the idea of identifying the “area of influence,” where the influence is on the canal. The area of influence of the Rideau Canal on the city of Ottawa would be much wider. See: UNESCO, *World Heritage Papers 25: World Heritage and Buffer Zones – Patrimoine mondial et zones tampons*, 2008. Online at <https://whc.unesco.org>.
- ³¹ UNESCO, “98. II.F Protection and management,” *Operational Guidelines for the Implementation of the World Heritage Convention* (2008): 25.
- ³² Canadian Heritage Rivers System, “Designation, Rideau Waterway.” Online at <https://www.chrs.ca/en/rivers/rideau-waterway>.
- ³³ Parks Canada, “2.0 Significance,” *Rideau Canal and Merrickville Blockhouse National Historic Sites of Canada Management Plan*, (2022), 5.
- ³⁴ Canadian Heritage Rivers System, “Goals/Priorities” in “About the CHRS.” Online at www.chrs.ca/en/about-chrs.
- ³⁵ NCC, “A Living Culture and Heritage: Key Policy Directions for the Next Fifty Years,” item j. in *The Plan for Canada’s Capital, 2017-2067* (Ottawa: 2017): 64. Online at <https://ncc-ccn.gc.ca/our-plans/the-plan-for-canadas-capital-2017-2067#:~:text=The%20Plan%20for%20Canada's%20Capital,for%20all%20NCC%20planning%20work>.
- ³⁶ Canada. *Long Term Vision and Plan for the Parliamentary Precinct – Annual Report 2019 to 2020*. Online at <https://www.canada.ca/en/public-services-procurement/services/infrastructure-buildings/parliamentary-precinct/campus-future-planning/annual-reports/2019-2020.html>.
- ³⁷ Parks Canada, *Nomination of the Rideau Canal by the Government of Canada, 2006, for Inscription on the World Heritage List* (2006): 87.
- ³⁸ Parks Canada, *Nomination of the Rideau Canal by the Government of Canada, 2006*: 86; Herb Stovel et al. *The Cultural Landscapes of the Rideau Canal Corridor, Phase II Study* (Ottawa: Parks Canada, March 1998): 189.
- ³⁹ Stovel et al. *The Cultural Landscapes of the Rideau Canal Corridor*: 189.
- ⁴⁰ Parks Canada, *Nomination of the Rideau Canal by the Government of Canada, 2006*: 88.
- ⁴¹ Stovel, *The Cultural Landscapes of the Rideau Canal Corridor*: 190.
- ⁴² Canadian Heritage Rivers System, “Rideau Waterway.” Online at <https://chrs.ca/en/rivers/rideau-waterway>.
- ⁴³ Whereas only 9% of the whole of the Rideau Canal consists of excavated channels, approximately 43% of the Ottawa Reach is excavated. These numbers include the portions of the Ottawa Reach that were entirely excavated and omits the 3 km of natural gully and 0.5 km crossing Dow’s Lake where natural features were flooded and the level of excavation in the original works is more ambiguous. Ken Watson, “The Rideau Canal in Ottawa,” *Rideau Reflections* (Fall 2014), accessed May 2024, <https://www.rideau-info.com/canal/articles/canal-in-ottawa.html>.
- ⁴⁴ The Rideau Canal Skateway, initiated by the NCC in 1972, and its corresponding festival, Winterlude, founded by the NCC in 1979, together with their attractions, including ice sculptures, maple taffy on snow, and Ottawa’s locally founded favourite pastry treat, the Beavertail, represent the defining mid-winter tradition for Ottawa locals and an attraction for visitors.
- ⁴⁵ Ken W. Watson, *Engineered Landscapes: The Rideau Canal’s Transformation of a Wilderness Waterway* (Elgin, ON: Ken W. Watson, 2006): 230.
- ⁴⁶ Friends of the Experimental Farm, Fall 2012 Newsletter, Volume 24 No. 4; Friends of the Experimental Farm, Fall 2012 Newsletter, Volume 24 No. 4.

- ⁴⁷ As quoted from Charles Beveridge, *The Best Planned City: The Olmsted Legacy in Buffalo* (Burchfield Art Center, 1992: 29. See Buffalo-Toronto Public Media website for *Frederick Law Olmsted: Designing America*, online at <https://www.wned.org/television/wned-productions/wned-history-productions/frederick-law-olmsted-designing-america/learn-more-olmsted/olmsteds-buffalo-park-system/>.
- ⁴⁸ Many similar driveways, such as the Humboldt Parkway in Buffalo, have been widened by removing plantings along the edges or converted into freeways.
- ⁴⁹ Rupert E. Dobbin, *Visual Perception in Land Use Policy Adjacent to Parkways: A Case Study*, Ottawa, Canada, MA Thesis, University of Vermont, 1976: 16.
- ⁵⁰ "Agrees to plan for ski jump at Rockcliffe Park," *The Ottawa Citizen*, 8 July 1925: 5. The article includes general municipal and local news items. The outcome of the discussion was not fully confirmed during research the Ottawa Reach Study.
- ⁵¹ City of Ottawa Official Plan Policies 4.5.1.6 and 4.5.2.4.
- ⁵² City of Ottawa Official Plan Policy 4.6.1.4.
- ⁵³ City of Ottawa Official Plan Policy 4.6.2, Schedule C13.
- ⁵⁴ City of Ottawa Official Plan Policy 4.6.2.4
- ⁵⁵ City of Ottawa Official Plan Policy 4.6.2.5
- ⁵⁶ City of Ottawa Official Plan, Section 6.6.2.1.
- ⁵⁷ City of Ottawa Official Plan, Section 6.6.2.4.
- ⁵⁸ City of Ottawa Official Plan, Section 6.6.2.2.
- ⁵⁹ City of Ottawa Official Plan, Section 6.6.2.2.
- ⁶⁰ City of Ottawa Official Plan, Policy 6.6.2.2.1.c.
- ⁶¹ City of Ottawa Official Plan, Section 6.3 and Schedule B.
- ⁶² City of Ottawa Official Plan, Section 7 and Schedule C12.
- ⁶³ Refer to the Central and East Downtown Core Secondary Plan.
- ⁶⁴ City of Ottawa Official Plan, Section 4.3.
- ⁶⁵ City of Ottawa Official Plan, Section 6.2.2.4.
- ⁶⁶ Refer to the Carleton University Campus Master Plan, prepared by Brook McIlroy, dated April 24, 2023.
- ⁶⁷ "Rideau Canal Cultural Landscape Study," Engage Ottawa, December 11, 2023, <https://engage.ottawa.ca/rideaucanal>.

9: Sources



Rideau Canal, looking north from the Corktown Footbridge. Credit: Matrix Heritage

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10: Acknowledgements

Core Project Partners' Team

Parks Canada: Susan Millar, Jennifer Drew, Tom Green

NCC: Heather Thomson, Pascale Guindon, Jasmine Guest, Monica Maika, and Kayla Araujo

City of Ottawa: Lesley Collins, MacKenzie Kimm, Taylor Quibell

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Consulting Team

Matrix Heritage: Julie Harris (Project Lead and Co-author), Natalie Anderson Rathwell (Co-author), Nadine Kopp (Archaeology), Duncan Williams (Mapping), Kristian Johnson and Anne Brazeau (support)

George Harris Collaborative: George Harris, Jackson Brandt and Kaitlyn Pilloud (Landscape Architecture, Mapping and Report Production)

Novatech: Miranda Virginillo and Greg Winters (Planning)

Sally Coutts: (Heritage Planning and Co-author)

Roger Gaudet: (Public Engagement)

11: Appendices

Appendix 1: Statement of Outstanding Universal Value for the Rideau Canal World Heritage Site, 2007

Source: UNESCO, Nomination of natural, mixed and cultural properties to the world heritage list - Rideau Canal, Decision 31 COM8B.35, 2007, online at whc.unesco.org/en/decisions/1333.

The World Heritage Committee,

1. **Having examined** Documents WHC-07/31.COM/8B and WHC-07/31.COM/INF.8B.1,
2. **Inscribes** the **Rideau Canal, Canada**, on the World Heritage List on the basis of **criteria (i) and (iv)**;
3. **Adopts** 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.

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

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

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

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

4. **Recommends** that following the completion of the study of the visual setting of the canal, consideration is given to strengthening its visual protection outside the buffer zone, in order to ensure the visual values



NATIONAL CAPITAL COMMISSION
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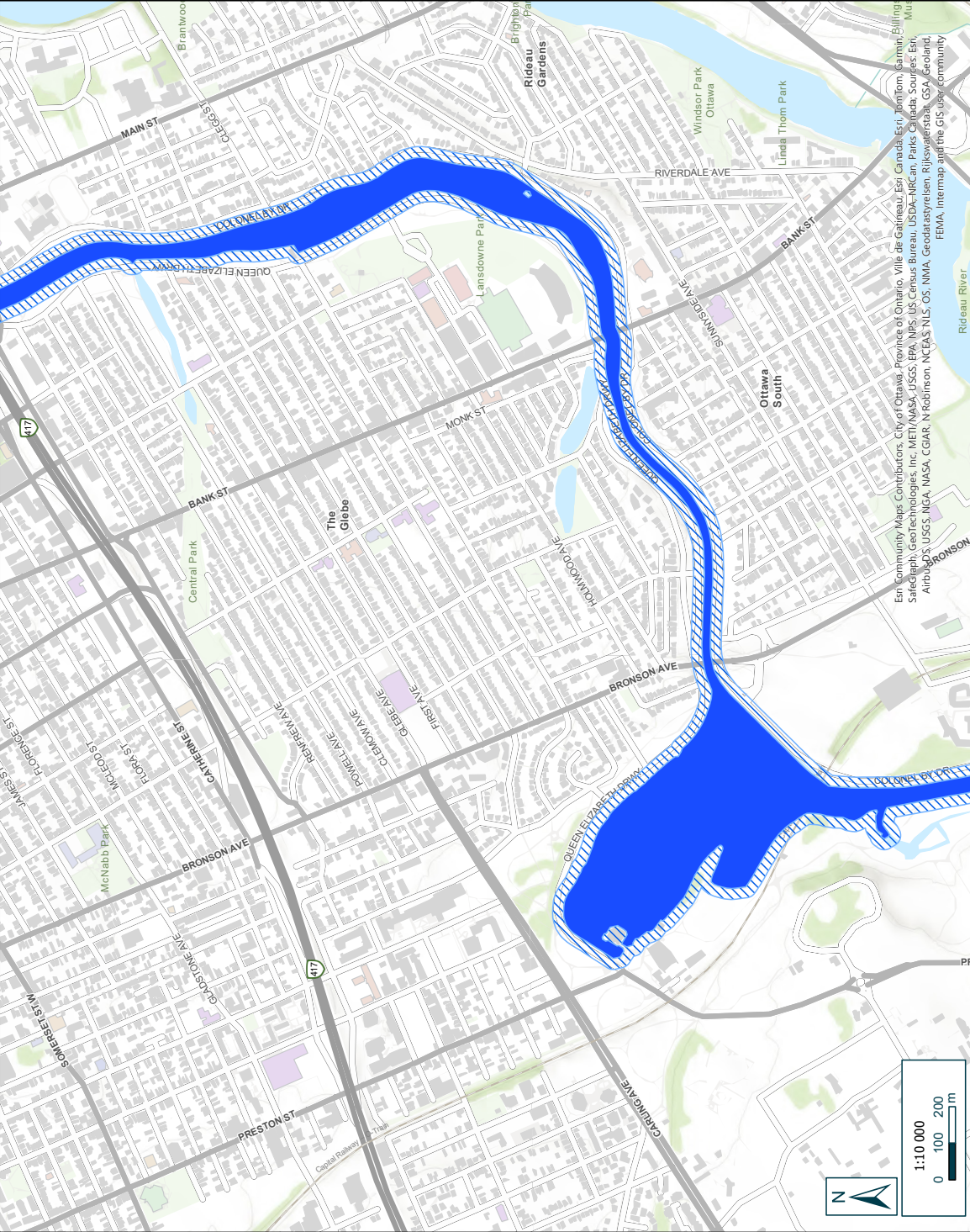
Rideau Canal National Historic Site
UNESCO World Heritage Site

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Legend

- Rideau Canal
- 30m Buffer Zone

Disclaimer: The NCC does not guarantee this geospatial information to be accurate, current or complete. The map is only intended for use as a general reference. Any use to the contrary is the responsibility of the user and such use is at the user's own risk.





NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

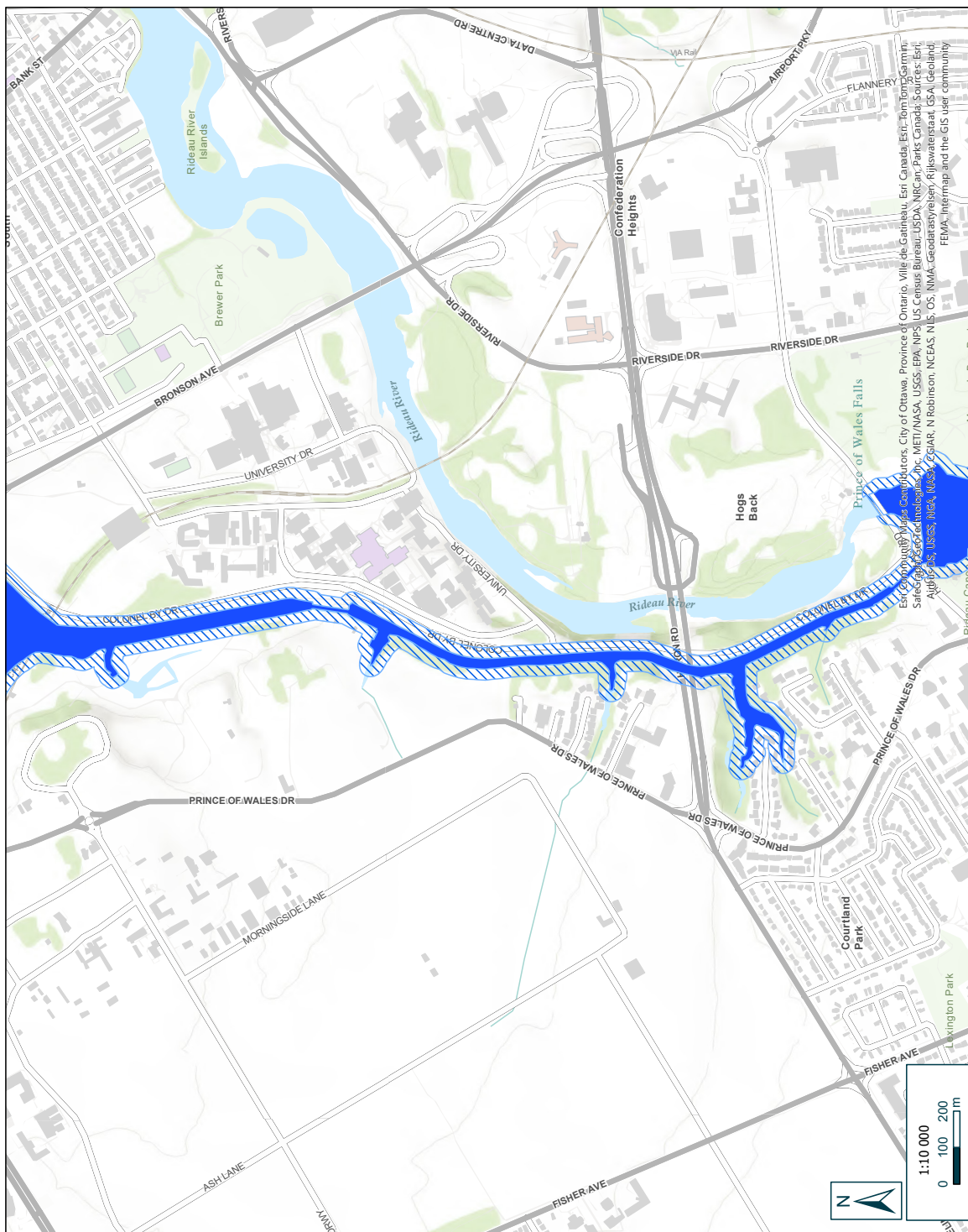
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Legend

- Rideau Canal
- 30m Buffer Zone

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Map 17 Rideau Canal World Heritage Site 30-Metre Buffer, Ottawa Reach 3/3 - Dow's Lake to Hogs Back. Credit: NCC

Appendix 2: Historic Sites and Monuments Board of Canada: Commemorative Intent for the Rideau

Canal National Historic Site of Canada, updated December 2011

The [Historic Sites and Monuments Board of Canada] recommended that the Rideau Canal is of national historic significance because:

- built between 1826 and 1832, it is the best preserved canal from the great canal-building era in North America that is still fully operational: its historic structures and environment speak to its ingenious design, construction, and military purpose, as well as to its social and economic functions;
- it exemplifies cutting edge canal design due to Lieutenant-Colonel John By's innovative "slackwater" approach, which created a navigable route from natural waterways and lakes on a scale previously unseen in North America, and because it was one of the first canals in the world engineered specifically for steam-powered vessels;
- its construction through more than 200 kilometers of bush, swamps, and lakes was a monumental feat. Each year, as many as 5,000-6,000 workmen assembled at over two-dozen worksites. The great majority of the labourers were Irish and French Canadian toiling under the supervision of contractors and the Royal Engineers. Working primarily with hand tools and in extremely difficult and dangerous conditions, these labourers and skilled craftsmen, such as Scottish stonemasons, endured disease and injury, with large numbers dying during the canal's construction;
- in the aftermath of the War of 1812, when relations with the United States were tense, it was built to serve as a military canal and represented a fundamental component of Britain's defences in the interior of North America, safeguarding the supply lines between Montréal and Lake Ontario by providing an alternative and more defensible route to that along the St. Lawrence River;
- it contributed significantly to the social and economic development of Upper Canada / Ontario prior to 1850, when it was a key artery for the movement of goods and people in and out of the colony. After that time, it continued to be of local commercial importance until the 1930s; since then it has served as a popular recreational route.

Appendix 3: Summaries of NCC Planning Guidance Documents

Plan for Canada's Capital, 2017-2067

The *Plan for Canada's Capital, 2017-2067*, describes the NCC's long-term vision for the management of federal lands in the region. Key policy direction in the *Plan for Canada's Capital* applicable to the Ottawa Reach include:

- The transformation of parkway corridors to linear green spaces serving the urban core. These linear spaces will highlight the Canal's scenic attributes. To do so, the NCC will prepare waterfront plans to outline the promotion of public access, while protecting sensitive ecological elements, cultural landscapes, and archaeological and built heritage;
- The improvement of waterway lands to reimagine the lost water culture through the creation of new passive open spaces to provide better water access and low-impact recreational activity;
- Working with Parks Canada to protect and enliven the Rideau Canal World Heritage Site;
- Understanding the heritage fabric of the Capital and its built heritage, cultural landscapes and archaeology in order to be a responsible steward of these assets;
- The protection of Colonel By Drive and the Queen Elizabeth Driveway.

The NCC *Capital Urban Lands Plan* (2015) covers federal lands inside Ottawa's Greenbelt on the Ontario side of the Ottawa River. Its aim is to showcase the natural and picturesque character and liveability of Canada's Capital Region and to provide direction and guidance for the use and stewardship of federal lands pursuant to the National Capital Act. Other goals include:

- enriching and protecting the Capital's cultural heritage;
- enhancement of urban vegetation, the promotion of sustainable urbanism and the management of the public realm.

Within the Plan, the Rideau Canal is designated a Capital Urban Greenspace. The objective of this designation is to offer opportunities for passive and active uses. Policies speak to the:

- preservation of the applicable lands;
- promotion of the Capital experience through built heritage, archaeological resources and cultural landscapes;
- the development of access points
- the maintenance of vegetated buffers.

Commissioners Park and the Central Experimental Farm lie within the Capital Park and Agricultural and Horticultural Research designations. The policies and objectives of these land use designations support the Ottawa Reach.

Key Planning Principles, applicable to Ottawa Reach

The plan identifies the Rideau Canal as a key federal landholding that contributes to the scenic, symbolic and cultural attributes of the Capital which must be conserved. It also stresses that the NCC will ensure that federal interests are considered, and development is sensitive to and compatible with adjacent Capital sites, such as the Ottawa Reach. Projects must:

- Balance land-use intensity and the conservation of ecological, scenic and cultural value;
- Contribute to the quality of life and sustainability of the Capital Region;
Work towards sustainable urbanism and context-sensitive design that respects the spirit of place;
- Ensure the appropriate stewardship of assets that contribute to the dignity, meaning, symbolism and prestige of the Capital Realm;
- Implement shared regional planning principles prioritizing sustainable urbanism.

The NCC approved *The Capital Pathway Strategic Plan* in 2020. It offers a framework to connect and highlight iconic landmarks and heritage sites, while respecting the setting and character of their surroundings.

There are three Capital Pathways in the Ottawa Reach; Rideau Canal Eastern Pathway, the Rideau Canal Western Pathway and the Experimental Farm Pathway.

Much of the plan is prescriptive and addresses such matters as signage, accessibility, connectivity, future multi-use pathways. The section most relevant to the Ottawa Reach is 3.4.2, Beautiful, context-sensitive installations, which stresses that:

- The pathway network will connect and highlight points of national interest
- Scenic vistas and iconic views will be cultivated through the design of the pathway and important viewpoints and panoramas will be identified etc.
- Pathways will respect their surroundings by responding to their landscape typologies.

The NCC's *Canada's Capital Core Area Sector Plan* (2005) is under revision and is anticipated for approval by January 2025. The new plan will guide the planning and enhancement of the most central parts of the Capital, with a view to facilitate access to the water and shorelines, create and repurpose NCC assets to enhance the public experience of the Capital, and create public infrastructure that promotes active transportation.

The *Sustainable Development Strategy, 2023-2027* outlines the NCC's ambitions for a more sustainable future. It addresses regional sustainability and the challenges posed by climate change and outlines how the NCC will implement the goals of the *Federal Sustainable Development Act* through its roles as long-term planner and principal steward of federal lands and assets, and as a creative partner for development and conservation in the NCD. The United Nations has 17 Sustainable Development Goals that federal organizations are responsible for implementing, including Goal 11:

Improve access to affordable housing, clean air, transportation, parks and green spaces, as well as cultural heritage in Canada.

Goal 11 is most applicable to the NCC's involvement with the Ottawa Reach, particularly in the development of new parkway and planning and design guidelines that will prioritize active transportation. Plans are in development to improve access not only to the parkway system but also to upgrade facilities. Other sustainability goals associated with the Ottawa Reach include the continuation of Sunday Bike Days, and the enhancement of urban parks like Commissioners Park.

FLUTDA National Capital Commission (NCC) Guide (Federal land use, design and transaction approval)

According to the NCC's mandate established in the *National Capital Act*, all applications for proposals on federal lands within the National Capital Region must comply with the relevant plans including the NCC's lead land use plan, the *Plan for Canada's Capital 2017-2067*. All proponents of projects are informed early in the process what policies and documents that they must have regard to in the planning process. The *Proponents guide to the NCC's Federal Land Use, Design and Transaction Approval Process* provides guidance on the application process.

When a heritage proposal is being considered for an eligible project in the Ottawa Reach, the "conservation decision making process" prescribed by Parks Canada's "Standards and Guidelines for the Conservation of Historic Places in Canada" is to guide projects. For projects in the capital that do not involve NCC buildings, the NCC is the approval authority.

FLUTDA has three project levels:

- Level 1 - simple projects, with minor impacts to the nature, character and significance to and significance of the national capital (i.e. minor improvements to buildings, temporary projects, signs outside the core etc.)
- Level 2 – moderately complex projects, with medium to the character and significance of the national capital (i.e. new buildings and major changes to existing buildings, minor commemorations and public art)
- Level 3 – major projects with high impacts to the nature, character and significance of the national capital (i.e. projects involving a federally designate building, major commemorations and public art)

All proponents must consult with the NCC early in the project to familiarize themselves with the approval process.

The *Capital Illumination Plan (2017– 2027)* focusses on illumination and showcasing the nighttime landscape of the Capital core. Its objectives are to:

- enhance the capital at night
- enrich the visitor experience
- promote environmentally responsible lighting
- support existing planning and heritage conservation strategies.

Most of the Ottawa Reach is designated a “Dark Zone” in the Plan. Lighting within the Dark Zones is to be kept to the minimum required for the comfort and safety of users, point away from natural habitats and water surfaces, and be “warm.”

Within the Ottawa Reach, the Ottawa Locks and the Bytown Museum are separately identified as a sector of the Capital proposed to showcase its symbolic and historical character. As such, the Plan recommends the development of a site-specific lighting project, a soft illumination approach, the minimization of light spillage and pollution. More specific recommendations include:

- Reconsidering the pathway lighting to reduce string glare;
- Consider important daytime views when developing a nighttime strategy;
- Favour a soft lighting treatment for the locks;
- Keep adjacent landscape elements such as the railway embankment and the Parliament Hill escarpment in darkness;
- Minimize the lighting of the dock;
- Consider a long-term overall lighting concept in association with Parks Canada for the entire length of the Ottawa Reach.

The Plan also addresses public roadways, including the Queen Elizabeth Driveway and Colonel By Drive, two character areas in the Ottawa Reach, recommending better standardization of lighting levels and the use of white tones for safety and aesthetic reasons.

Appendix 4: City of Ottawa Official Plan Summary

Ottawa's Official Plan (2022) includes policies relevant to the cultural landscape of the Rideau Canal. City-wide policies for Cultural Heritage, Archaeology, and Urban Design demonstrate the City's support for and value of the Ottawa Reach cultural landscape.⁵¹

Design Priority Areas: The City identifies Design Priority Areas (DPAs) throughout the City, which define the image of Ottawa as the Capital of Canada, as a city of vibrant neighbourhoods, and as a hub of economic activity. Both the Parliament and Confederation Boulevard Special District and Rideau Canal Special District are considered Tier 1 DPAs, which are intended to support high pedestrian volumes, are popular destinations for both tourists and residents, and include significant sites of cultural heritage value. These areas are intended to achieve design excellence, in part through the recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.⁵²

Scenic Routes and Scenic Capital Entry Routes: Roadways that provide entrances to the City of Ottawa are identified by the Plan as areas to prioritize design excellence in new development to maximize the opportunities for scenic qualities. These roadways are termed Scenic Routes or Scenic Capital Entry Routes.⁵³ Both Colonel By Drive and the Queen Elizabeth Driveway are Scenic Capital Entry Routes. Development and capital projects along Scenic Routes should create a desirable context by protecting views to natural and cultural heritage features, preserving trees and vegetation, the shaping of the land, and paths along the roadways, orienting buildings towards the scenic route and providing pedestrian access, where appropriate.⁵⁴ For Scenic Capital Entry routes, development and capital projects should also enhance the opportunity for views and vistas towards national symbols, cultural landscapes, and other features of the Capital, and contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements.⁵⁵

Transects: The Official Plan divides the City into six concentric policy areas called transects. Each transect has specific characteristics for the planned evolution of the built environment within it, from the most urban (Downtown Core) to the least urban (Rural). The Ottawa Reach primarily spans two of the Official Plan's transects – Downtown Core and Inner Urban – and extends into the Outer Urban transect only at the western edge of Hogs Back. The Downtown Core Transect corresponds to the section of the Canal between the Ottawa River and Highway 417, and the Inner Urban Transect corresponds

to the section of the Canal between Highway 417 and Hogs Back. The Transect policies within the Plan provide general guidance to the built environment within these areas. Generally, the Downtown Core Transect is planned for the greatest density and mix of uses in high-rise buildings, with a transportation network that prioritizes pedestrians, cyclists and public transit. The Inner Urban Transect is similarly intended to prioritize active transportation options and a mix of uses, while accommodating mid- to high-density development.

Special Districts: The City provides direction to development and site alteration along the Ottawa Reach primarily through the designation of three Special Districts: the Parliament and Confederation Boulevard District, the Lansdowne Special District, and the Rideau Canal Special District. The intent of the Special Districts is to strengthen connections between planning policy and the city's cultural and economic generators, including tourism and hospitality.

The Parliament and Confederation Boulevard Special District policies apply to the length of the Rideau Canal between the Ottawa River and the Laurier Avenue Overpass (6.6.2.1).⁵⁶ The overarching guidelines require national symbols to be protected and that properties of cultural heritage value, such as the Rideau Canal, be conserved. High-quality design and streetscape improvements should reflect the national significance and heritage character of the Special District and be coordinated with cultural heritage attributes.

The Lansdowne Special District applies to the entirety of Lansdowne between Bank Street, Holmwood Avenue, and Queen Elizabeth Driveway.⁵⁷ The intent of the designation is to support the role of Lansdowne as a year-round destination and gathering space for a variety of activities. Its policies support active transportation and reduce emphasis on automobiles, while providing for higher density development. With regards to the Rideau Canal, the OP states that "Great care and attention are to be given to ensure the universal values of the Rideau Canal UNESCO World Heritage site are not adversely impacted or diminished." The policies of the Special District encourage the exploration of new opportunities to animate the public realm, with priority given to protecting the visual setting of the Canal.

Rideau Canal Special District: (Appendix 4) The Rideau Canal Special District policies apply to the length of the Rideau Canal from the Laurier Avenue Overpass to the Hartwells Locks.⁵⁸ These policies are intended to conserve the cultural heritage landscape of the Rideau Canal while encouraging new sensitive opportunities for animation that enhance resident and visitor experiences, and ensuring that new development in the first row of properties along the Canal respects and reinforces the existing physical character.

Specific guidance is provided to the Rideau Canal Cultural Landscape Study and the subsequent Secondary Plan process the City plans to initiate.⁵⁹ The secondary planning study recommendations will, among other objectives: identify, characterize, manage and prioritize protecting visual or scenic areas of high quality and the diverse cultural heritage landscape character of the Rideau Canal UNESCO World Heritage Site's setting, including significant views to and from the waterway.⁶⁰

The Plan provides for the Partners to work together to respect the Rideau Canal UNESCO World Heritage Site's outstanding universal value and protect cultural heritage landscapes:

Development and capital projects adjacent to the Rideau Canal may require a Heritage Impact Assessment. Mitigation measures may be required to conserve the cultural heritage landscape and the heritage values of the Rideau Canal as a World Heritage Site and National Historic Site. The cultural heritage landscape of the Rideau Canal is comprised of, but not limited to, the physical canal and its landscape buffer, the pathways, the parkways, planting beds, mature forest, mowed grass and open lawns with trees.

The first row of properties along the Rideau Canal are provided specific direction with regards to new development and site alteration. Within low-rise residential areas, new development is intended to respect and be generally consistent with the built form, and to carefully consider the visual relationship between the site and the Canal, including the parkways and the continuation of existing landscape patterns. Certain areas are contemplated for more dense development, such as the east side of the Canal along Colonel By Drive between Main Street and Hawthorne Avenue. These areas are intended to develop with enhanced pedestrian and cycling connections and active frontages, additional tree plantings, and to minimize the visibility of loading, servicing and vehicular access to and from the Canal.

Outside of the Special District designations, most of the lands within and immediately adjacent to the Study Area are within the Neighbourhood designation or Greenspace. The Neighbourhood designation applies to the primarily residential and low-rise development areas. The intent of the Neighbourhood designation is to permit a mix of generally low-rise built forms and enable gradual, integrated, sustainable and context-sensitive development.⁶¹

Greenspace: The Greenspace designation includes parks, open spaces, and natural heritage features throughout the Ottawa Reach.⁶² The intent of the Greenspace designation is to protect and enhance, where possible, the greenspaces in the urban area that collectively support biodiversity, climate resilience, recreation and healthy living, among other benefits to Ottawa's residents. Most policies relate to the protection, procurement, and design of greenspaces on municipally owned lands.

Certain key properties are contemplated for higher-density development than the Greenspace or Neighbourhood designations abutting the Study Area. Higher-density development includes high-rise development of 10 or more storeys, and large-scale facilities, such as post-secondary institutions, stadiums and event centres, which are destinations within the region for a large number of visitors and have the potential to affect traffic and other infrastructure significantly. These key properties include:

- **Rideau Centre and the Rogers Centre:** High-rise development and large-scale facility. Future development will ensure improved pedestrian access to and across Colonel By Drive and a restored streetscape with active frontages.⁶³
- **University of Ottawa:** High-rise development and large-scale facility.⁶⁴
- **Lansdowne:** High-rise development and multiple large-scale facilities.⁶⁵
- **Carleton University:** High-rise development and large-scale facility.⁶⁶

Appendix 5: The Rideau Canal Special District – Excerpts from Ottawa’s Official Plan

Source: City of Ottawa, “Official Plan: Section 6: Urban Designations.” https://documents.ottawa.ca/sites/documents/files/section6_op_en.pdf

The Rideau Canal is a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site, National Historic Site, Canadian Heritage River and is a defining icon of Canada’s Capital and Ottawa’s Downtown Core and Inner Urban areas. It is popular with residents and visitors in every season. This Special District stretches 6 kilometres from the Laurier Avenue Bridge to Hartwells Locks close to Dow’s Lake. It includes the Rideau Canal, its landscape buffer, federal parkways and the first row of properties fronting the Canal.

The intent of the policies for the Rideau Canal Special District is to conserve its cultural heritage landscape while encouraging new sensitive opportunities for animation that enhance experiences for residents and tourists.

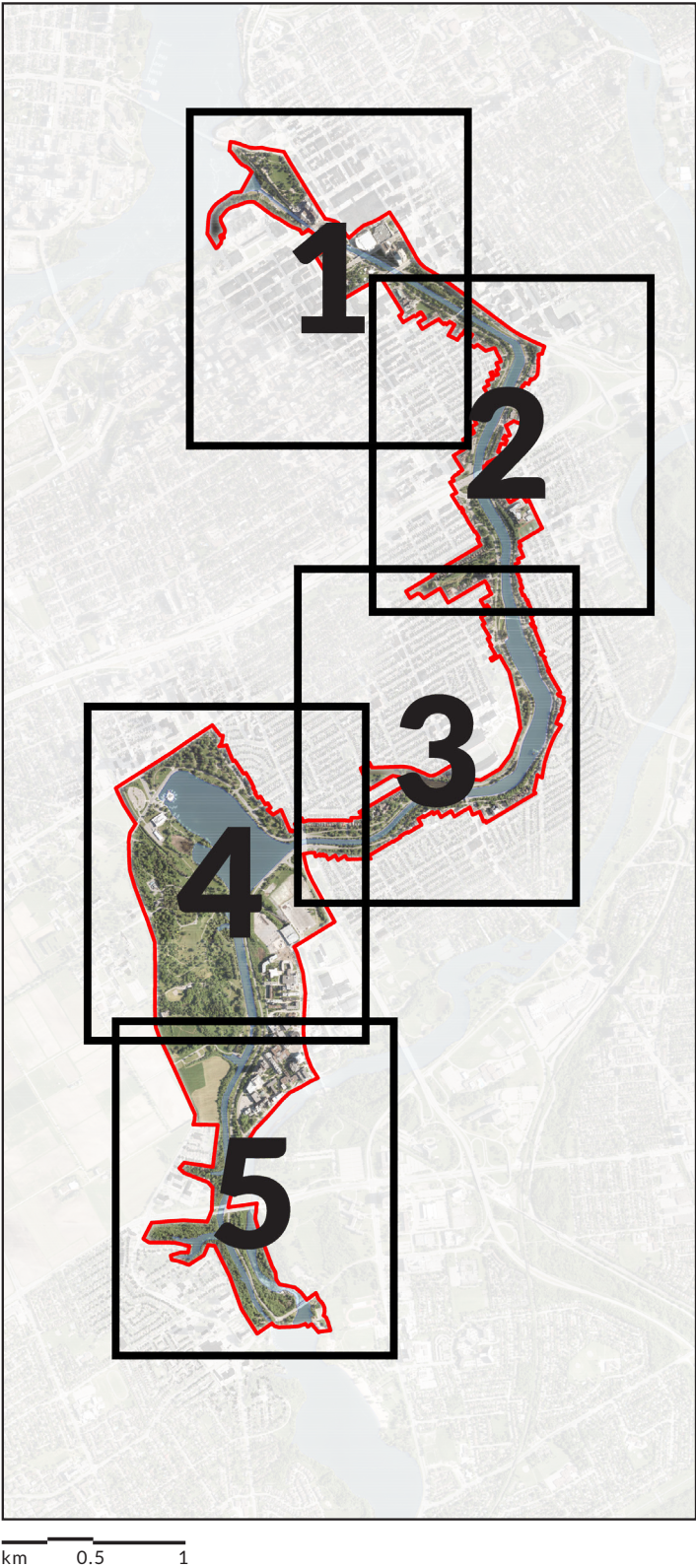
With respect to the first row of properties, as shown on Schedule B2, the intent of the policies is that new development will respect and reinforce the existing physical character.

1. To recognize the significance of the Rideau Canal Special District to the city’s identity and provide a framework for future development, the City will undertake a secondary planning study in consultation with Parks Canada, the National Capital Commission and stakeholders. The boundaries of the Rideau Canal Special District’s may be further refined through the secondary planning process. The secondary planning study recommendations will:
 - a. Guide development for the first row of properties in the following areas:
 - i. In the Downtown Core Transect along Queen Elizabeth Driveway in the Golden Triangle;
 - ii. In the Inner Urban Transect along Queen Elizabeth Driveway in the Glebe;
 - iii. Along Queen Elizabeth Driveway from Bank Street to Commissioners Park and shorelines near Dow’s Lake;
 - iv. iv) Echo Drive;
 - v. v) Along Colonel By Drive adjacent to the Rideau Centre, Convention Centre and University of Ottawa; and
 - vi. vi) Along Colonel By Drive between Bank Street and Hartwells Locks.
 - b. For areas identified in Policies v) and vi) above, specific guidance will be provided given with respect to the role of buildings along the Canal and their impact on the skyline;
 - c. Identify, characterize, manage and prioritize protecting visual or scenic areas of high quality and the diverse cultural heritage landscape character of the Rideau Canal UNESCO World Heritage Site’s setting. This includes significant views to and from the waterway;
 - d. Include options, where appropriate, for enhanced heritage protection for the areas currently subject to the heritage policies in the 2008-250 Consolidated Zoning By-Law on both Colonel By Drive and Queen Elizabeth Driveway;
 - e. Examine opportunities to extend the street grid system to add new linkages to the parkways and allow for improved pedestrian and cycling connections to strengthen the connections within the public right of way to the Rideau Canal;
 - f. Re-imagine Queen Elizabeth Driveway and Colonel By Drive to reduce the roads’ importance as a commuter route in favour of pedestrian activity and greenspace connections with consideration of Canal crossings. This may include limiting vehicular access and reducing traffic speed; and
 - g. Explore new opportunities for animation sensitive to the cultural heritage landscape features of the parkway and Rideau Canal. These include new tourism initiatives and enhanced greenspaces representative of the Capital, and may include supporting local artists and artisans outdoor vending and food experiences.
2. The policies in this section, in addition to any policies or recommendations of the future secondary planning study will inform the development standards in the Zoning By-law.
3. Working with partners, including Parks Canada and the National Capital Commission to respect the Rideau Canal UNESCO World Heritage Site and protect cultural heritage landscapes. The following will apply:
 - a. Development and capital projects adjacent to the Rideau Canal may require a Heritage Impact Assessment. Mitigation measures may be required to conserve the cultural heritage landscape and the heritage values of the Rideau

Canal as a World Heritage Site and National Historic site. The cultural heritage landscape of the Rideau Canal is comprised of, but not limited to, the physical canal and its landscape buffer, the multi-use pathways, the parkways, planting beds, mature forest, mowed grass and open lawns with trees; and

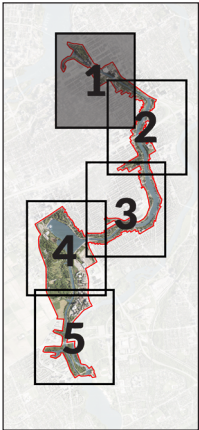
- b. All lighting and light fixtures, commercial and digital signage, including those located on private and institutional properties, must not overwhelm or detract the long-range views of the Rideau Canal, as identified in the Capital Illumination Plan, nor the experience along the federal parkways, multi-use pathways and the associated greenspaces, which are lined by the iconic light fixtures that provide nighttime lighting, and daytime visual interest.
4. The following policies will apply in the first row of properties along the Rideau Canal:
- a. Where properties are within or on the edge of established Low-rise residential areas, development will be subject to all of the following:
 - i. Development will respect the existing patterns of building footprints, height, massing, scale, setback and landscape character within the associated streetscape. The associated streetscape will be determined by the existing low-rise properties on one, or if applicable, both sides of the same street, on the same block as the subject property;
 - ii. In order to be consistent with nearby low-rise residential development, anticipated Secondary Plan process for the area as references in SubSection 6.6.3, Policy 1) will consider if Site Plan Control By-Law may extend within the Rideau Canal Special District; and
 - iii. Carefully consider the visual relationship between the site and the Canal, including the adjacent or nearby federal parkways and the preservation of mature trees by ensuring the continuity of the existing landscape patterns, orientation of buildings and preserving views to and from the Canal; and
 - b. Outside of Low-rise residential areas, on the east side of the Rideau Canal along Colonel By Drive, and where properties about Main Street and Hawthorne Avenue, development will be subject to all of the following policies:
 - i. Enhance the connection of new buildings to the Canal by including active frontages and enhanced pedestrian and cycling connections;
 - ii. Carefully consider the visual relationship between the site and the Canal, including the adjacent or nearby federal parkways by ensuring the continuity of existing landscape patterns, minimizing the visibility of loading, servicing and vehicular access and orienting the building to frame and protect the views to and from the Canal;
 - iii. Include new trees along the frontage of new development within the first row of properties bordering the Canal; and
 - iv. Policies for the two properties at intersection of Colonel By Drive/Echo and Main Street, 10 Main Street and 113 / 115 Echo are in the Old Ottawa East Secondary Plan.

Base Map Key



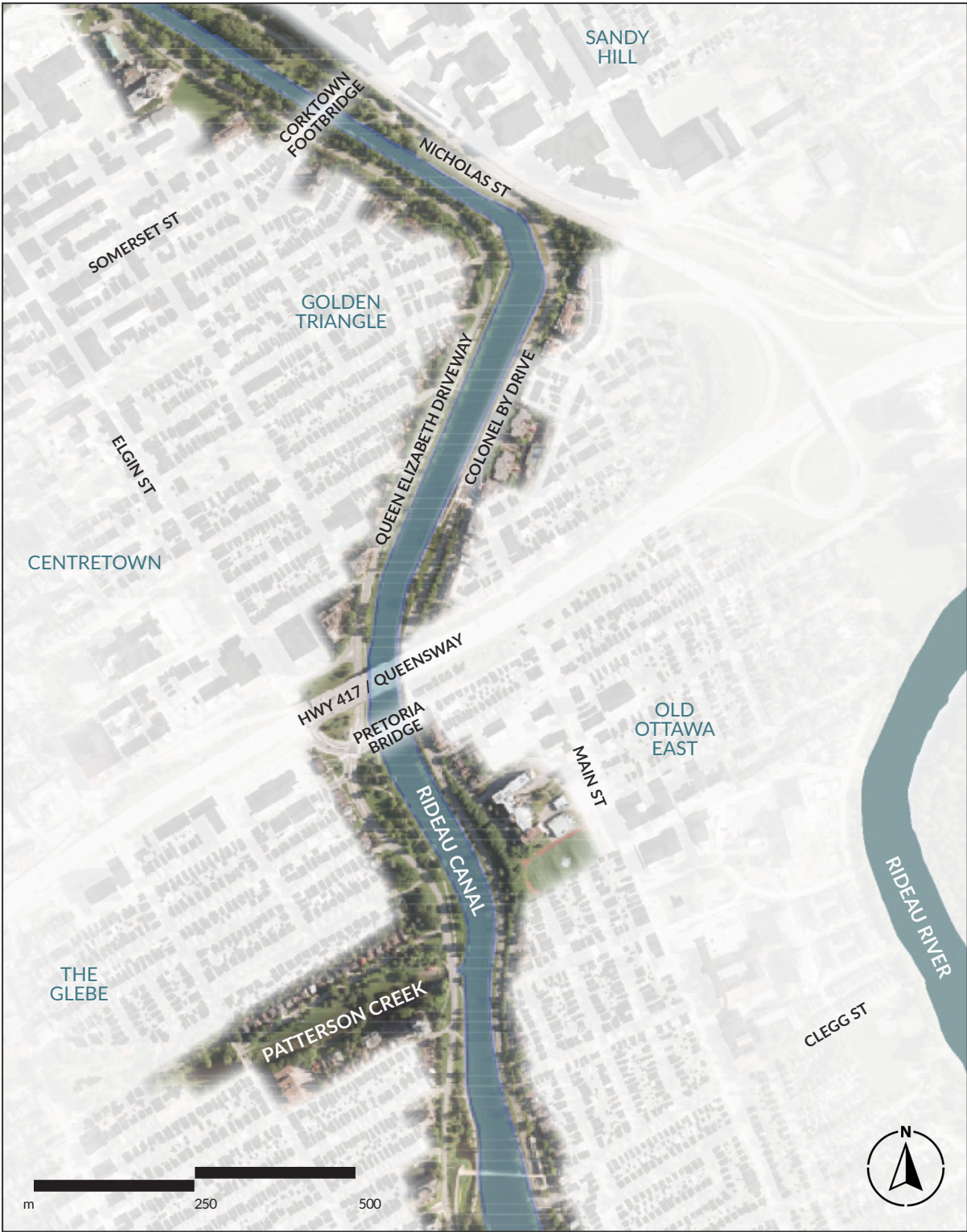
Ottawa Reach Base Map 1

Ottawa River to Somerset Street



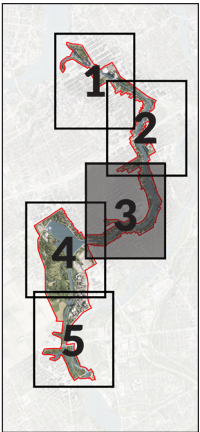
Ottawa Reach Base Map 2

Somerset Steet to Clegg Street



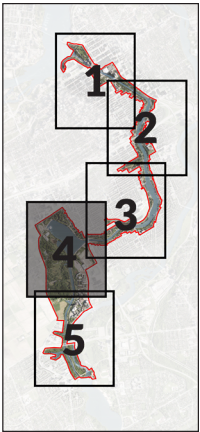
Ottawa Reach Base Map 3

Second Avenue to Bronson Avenue



Ottawa Reach Base Map 4

Bronson Avenue to Hartwell



Ottawa Reach Base Map 5

Hartwells to Mooney's Bay



Appendix 7: Designated Heritage Properties in the Study Area

NHS – National Historic Site

FHB – Federal Heritage Building

City of Ottawa

Part IV, Designations of Individual Properties

- Lisgar Collegiate, 29 Lisgar Street
- Adam House, 29 Somerset
- 13 Delaware Avenue
- 6 McLeod Street
- Queale Terrace, 304-312 Queen Elizabeth Driveway
- Echo Bank, 700 Echo Drive
- 692 Echo Drive
- Royal College of Physicians and Surgeons, 774 Echo Drive
- O'Connor Street Bridge
- Château Laurier, 1 Rideau Street
- 1040 Bank Street (Southminster United Church)

Part V Designations

- Clemow-Monkland Driveway and Linden Terrace Heritage Conservation District (partially within the Ottawa Reach study area)

World Heritage

- Rideau Canal World Heritage Site

Federal Heritage

National Historic Sites

- Central Experimental Farm National Historic Site
- Château Laurier National National Historic Site
- Confederation Square National Historic Site
- Rideau Canal National Historic Site
- National Arts Centre National Historic Site

Federal Heritage Buildings

- Commissariat Building, 3 Canal Lane (also known as the Bytown Museum) (Federal Heritage Building)
- Defensible Lockmaster's House, Hartwells Lockstation (Federal Heritage Building)
- Drill Hall (also known as the Cartier Square Drill Hall) (Federal Heritage Building)
- Lock Office, 3 Canal Lane (Federal Heritage Building)
- Maintenance Building, Major's Hill Park (Federal Heritage Building)
- Patterson Creek Pavilion (Federal Heritage Building)
- Refreshment Stand, Hogs Back Park (Federal Heritage Building)
- Storehouse, Hartwells Lockstation (Federal Heritage Building)
- Government Conference Centre (also known as the Senate of Canada Building) (Federal Heritage Building)

Canadian Heritage River

- Rideau Waterway Canadian Heritage River (includes the Canal and Rideau River)

Appendix 8: Bridges of the Ottawa Reach



Plaza Bridge (1912)

Credit: Matrix Heritage



Mackenzie King Bridge (1951)

Credit: Matrix Heritage



Laurier Avenue Bridge (1900)

Credit: NCC



Corktown Footbridge (2006)

Credit: Matrix Heritage



417/Queensway Bridge (1965)

Credit: Matrix Heritage

**Pretoria Bridge (1918;
rebuilt in 1981)**

Credit: Matrix Heritage



Patterson Creek Bridge (1910)

Credit: HP Engineering



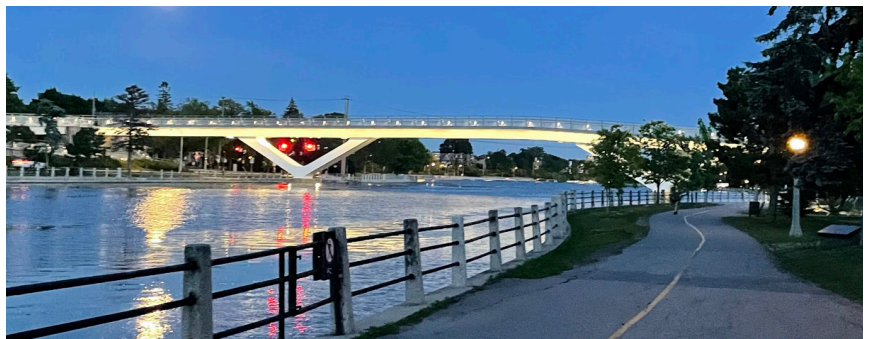
O'Connor Street Bridge (1907)

Credit: Matrix Heritage



Flora Footbridge (2019)

Credit: NCC



**Bank Street Bridge
(1912; refurbished 1993)**

Credit: Matrix Heritage





Bronson Bridge (1960)

Credit: Matrix Heritage



Heron Road Workers Memorial Bridge (1967)

Credit: NCC



Hogs Back Fixed Bridge (1977)

Credit: Matrix Heritage



Hogs Back Swing Bridge (1976)

Credit: Matrix Heritage



Pathway Bridge

(sometimes called Heart Bridge)
CEF Arboretum.

Credit: Matrix Heritage

Appendix 9: Public Engagement Summary

The *Rideau Canal Cultural Landscape Study – Ottawa Reach* was undertaken to identify how best to preserve and improve upon the cultural value of the Ottawa Reach of the Rideau Canal.⁶⁷ The Partners requested that the project include an engagement program with local and general publics. Three techniques were used:

- Public engagement kiosks
- Online survey
- Online meetings with community groups, representatives of federal custodians, and property owners

The public engagement kiosks took place in November 2023 at the Minto Recreation Complex and Aberdeen Pavilion at Lansdowne Park. The one-day kiosks garnered more than 335 participants.

The online Rideau Canal Cultural Landscape Survey was open between 17 November and 8 December 2023. There were 2,640 respondents to the survey.

Online conversations with stakeholders (community groups, businesses and property owners in the study area) took place in September 2023 and February 2024.

Through all the engagement work, the following general themes were consistent, no matter where people lived or worked.

1. The value of the greenspaces in the Ottawa Reach
2. The need to protect the environment of the Ottawa Reach
3. The importance of transportation networks (active transportation and automotive transportation) within the Ottawa Reach
4. The historical significance of the Rideau Canal
5. The value of recreational uses of the Rideau Canal for skating, cycling, walking and sightseeing

Public Engagement Kiosks

The two public engagement kiosks held at the Minto Recreation Complex in the suburb of Barrhaven in Ottawa, and at the Aberdeen Pavilion at Lansdowne Park, were set up in well trafficked areas, in the first case between the viewing areas for the pool and hockey rink, and in the second, at the east entrance to the Pavilion. The bilingual kiosks were hosted by Matrix Heritage, with representatives from the Partner organisations in attendance.

The location in Barrhaven on a Saturday morning at a multiplex recreation centre offered two advantages:

1. Reaching groups outside the central part of Ottawa
2. Opportunities to speak to families together

The location at Lansdowne on a Sunday during the Christmas Market period offered two advantages:

1. A large number of people could be expected to participate
2. Anticipation of a mix of people living near the Ottawa Reach and people interested in traveling to the Ottawa Reach as an urban experience

While many families participated, a larger proportion of participants were adults at the Aberdeen Pavilion than at the Minto Recreation Centre.

The kiosks included information panels on the *Rideau Canal and the Rideau Canal Cultural Landscape Study – Ottawa Reach*, panels with maps on which participants could indicate with stickers what they consider the most important places in the Ottawa Reach, and panels for participants to respond to the prompts, “The Rideau Canal in Ottawa: Why is it special to you?” or the open-ended “More to say,” using sticky notes.

Tables were also set up as a large writing center where participants could fill out a ranking handout responding to the question, “In your view, how do these places rank in making the Rideau Canal’s landscape special, interesting, historic and/or beautiful?”, or draw on maps of the Ottawa Reach. Blank sheets of paper and crayons were used by young children who preferred to colour while their parents were discussing the Ottawa Reach with staff. Consultants and Partner staff greeted and spoke to participants.

For participants in the public engagement kiosks, environmental concerns regarding flora, fauna, and water quality, were often top of mind, along with a desire to protect existing greenspace and add more. They also shared the importance of the Ottawa Reach in their personal and family lives, such as mentioning that they were engaged to be married along the Canal or taking walks along the shore of the Arboretum with visitors and family members

More than 335 people participated in the kiosks.

All sticky-note responses, ranking sheets, and comments directed to the public engagement team were collected and submitted to the Partners.

Online Survey

The online survey, hosted by the NCC, included a series of 15 qualitative and ranking questions on the Ottawa Reach of the Rideau Canal, as well as demographic questions. There were 2,640 respondents to the survey.

- 1% of respondents to the online survey self-identified as indigenous
- 6% of respondents to the online survey self-identified as a visible minority
- 12% of respondents to the online survey self-identified as a person with a disability

When asked to rank the importance of the Environment to the Ottawa Reach on a scale of 1 to 10 (1 being unimportant, 10 being extremely important), 91% of respondents ranked it an 8 or higher. Contained within respondents' feelings on the environment are topics such as the preservation/increase of green spaces, an interest in the flora and fauna surrounding the Canal, and the mental health benefits of recreational space.

The responses to the survey showed that the most popular activities in the Ottawa Reach are walking, cycling, skating, driving, and experiencing events (for example attending the Tulip Festival at Commissioners Park). These results stress the importance of the Ottawa Reach and its associated multi-use pathways as an important corridor for multi-modal transportation and recreation.

Respondents to the survey generally said the Canal's historic and national significance are intertwined. The Canal's UNESCO World Heritage Site designation, as well as its national designations, were noted as a point of pride. The importance of preserving the history of the people who built the Canal, not only those who led its construction, was stressed by respondents. **When asked how important the historic buildings along the Canal are to "making the Rideau Canal's landscape special, interesting, historic, and/or beautiful," 80% of respondents said "very important."**

Another key theme which emerged from the public engagement is the importance of the Ottawa Reach as a place for recreation and leisure activities. According to respondents, the area surrounding the Ottawa Reach promotes physical activity, socialization, and relaxation in an outdoor setting, all of which contribute to residents' sense of well-being. The beauty of the area, all-season accessibility, and its relative lack of cars makes the Ottawa Reach a popular place for recreation.

Survey respondents deemed parkways and multi-use pathways to be the Canal's most important feature, whereas kiosk participants deemed the CEF Arboretum to be the most important site along the Ottawa Reach.

Results of the survey are available in the Rideau Canal Cultural Landscape Survey Report (2024) compiled by the NCC's Audit, Research, Evaluation and Ethics Branch.

Online meetings with community groups, representatives of federal custodians, and property owners

Several specific groups were engaged through virtual meetings during the study. These included community groups, as well as representatives from federal custodians and property owners within the study area. Information sessions were held for stakeholders in October 2023, and for residents the following month.

In February 2024, stakeholders were invited to attend one of two 90-minute 'Zoom Cafés' hosted by Matrix Heritage with representatives from the Partner organizations. Following an introduction of the study, participants responded to the following discussion questions:

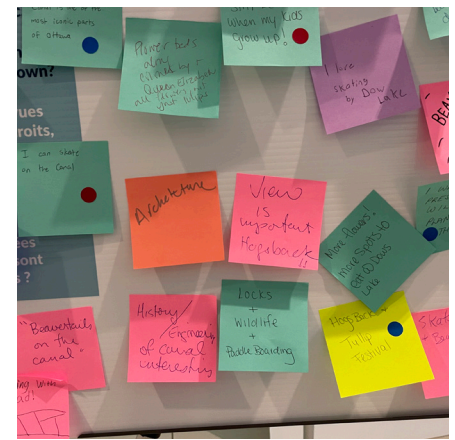
1. **Natural Environment** – How can we further align the protection of cultural heritage with the protection of natural heritage within the Ottawa Reach of the Rideau Canal? What actions are needed?
2. **Community Experiences** – What would be positive changes, opportunities, or aspirations for activities related to Community Experiences?
3. **Looking Forward** – What are your aspirations for the cultural landscape?
4. **Other Feedback** – Do you have any other insights that you wish to share, and which have not been covered by our discussion thus far, regarding the Cultural heritage of the Ottawa Reach of the Rideau Canal?

Participants were encouraged to provide feedback during the session and through the 'chat' function.

Participants at the meetings agreed that the heritage character of the Ottawa Reach, including the natural environment, is at risk and new tools should be put in place to protect it. Risks included development and other threats to the edges of the Ottawa Reach cultural landscape, changes in legislation, new pressures such as an increased number of dogs in parks, invasive species,

Public Engagement, Minto Recreation Complex Kiosk 2023.

Credit: Matrix Heritage



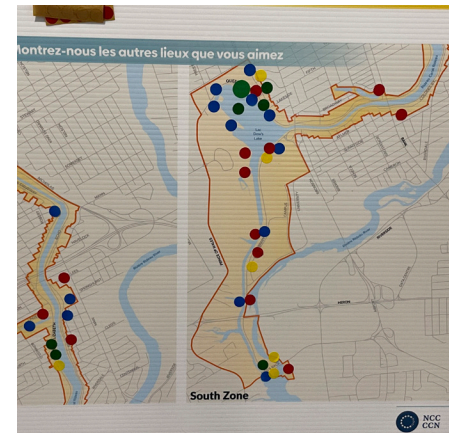
Public Engagement, Lansdowne Kiosk 2023.

Credit: Matrix Heritage



Public Engagement, Minto Recreation Complex Kiosk 2023.

Credit: Matrix Heritage



and issues with jurisdictional overlap.

Participants expressed concern for the monitoring of the environmental health of the inlets and other areas that are habitats. The area between Pretoria Bridge and Dow's Lake was of particular concern for participants, in terms of its sensitivity.

Encouraging pedestrian use along the Queen Elizabeth Driveway, slowing the pace of travel while encouraging access, and enhancing existing uses of the waterway with features such as water taxis, and appropriate docking facilities for canoes at the locks and existing restaurant facilities were suggested. It was reiterated and emphasized that communicating the history of the canal, signage and circulation linkages, and looking to what we already have and value should be the basis for improvements. Many felt that heritage protections are not keeping pace with the amount of pressure on the Ottawa Reach from development, traffic and community uses, and had concerns regarding the commercialization of cultural events.

A strong desire was expressed to increase the tree canopy along the Canal, particularly in places where it is currently minimal, such as along parts of Colonel By Drive, with the idea of a canopied corridor. The idea of a holistic approach to considering the Canal within the city of Ottawa, and connecting the "jewels of the city" was also raised.

Participants expressed that it is critical that there is a singular plan for the Canal, rather than separate plans within the partner organizations, highlighting the need for a Management Plan for the Ottawa Reach and a more effective management plan for the Canal.

Results

The results of all public engagement activities were shared directly with the Partners (Parks Canada, the NCC, and the City of Ottawa) and informed the conclusions and recommendations of the *Rideau Canal Cultural Landscape Study – Ottawa Reach*.

The Partners are undertaking engagement directly with the Algonquin Anishnaabe Nation on the Rideau Canal independent of this report.

ONLINE ENGAGEMENT SESSION 28 FEBRUARY 2024 AGENDA		SESSION D'ENGAGEMENT EN LIGNE 28 FÉVRIER 2024 ORDRE DU JOUR	
Welcome, Agenda, Partners, Objectives		Accueil, Ordre du Jour, Partenaires, Objectifs	
Overview of public engagement results		Survol des résultats de l'engagement du public	
Discussion 1 NATURAL ENVIRONMENT		Discussion 1 ENVIRONNEMENT NATUREL	
Discussion 2 COMMUNITY EXPERIENCES		Discussion 2 EXPÉRIENCES COMMUNAUTAIRES	
Discussion 3 LOOKING FORWARD		Discussion 3 VERS L'AVENIR	
Discussion 4 OTHER FEEDBACK		Discussion 4 AUTRES COMMENTAIRES	
Next Steps and Closing		Prochaines étapes et clôture	
The Chat will stay open for an extra 15 minutes		Le fonction « chat » restera ouvert pendant 15 minutes supplémentaires	

Public Engagement, Online Meetings, 2024.

Credit: Matrix Heritage



Brown's Inlet.
Credit: Matrix Heritage