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**SYSTRA**  
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City of Kingston - Third Crossing of the Cataraqui River -  
Parks Canada Environmental Impact Analysis  
Detailed Impact Analysis

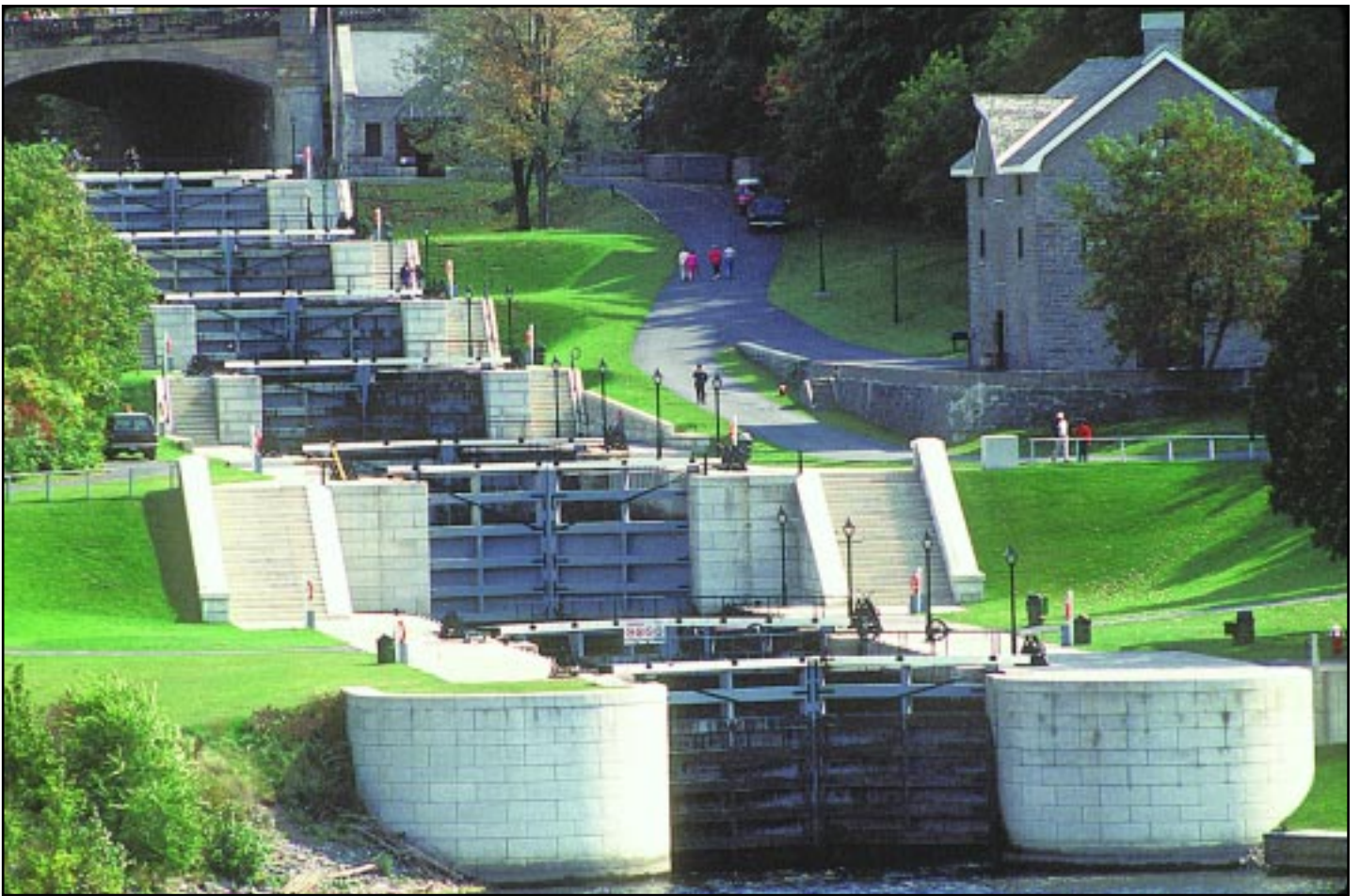
**Appendix E**  
**Rideau Canal National Historic Site**  
**Management Plan**  
**(Parks Canada - May 2005)**



# RIDEAU CANAL

NATIONAL HISTORIC SITE OF CANADA

## *Management Plan*



Parks  
Canada

Parcs  
Canada

Canada

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# RIDEAU CANAL

NATIONAL HISTORIC SITE OF CANADA

## *Management Plan*

*May 2005*



*Lt. Col. John By, Royal Engineers; Royal Engineers Museum of Military Engineering Gillingham, U.K.*

*If ever a man deserved to be immortalized in this utilitarian age, it was Lieutenant Colonel By. In an unexplored part of the country, where the only mode of progress was the frail Indian canoe, with a department to be organized, workmen to be instructed and many difficulties to overcome, he constructed a truly remarkable work.*

*(Captain Richard Bonnycastle of the Royal Engineers, London, 1842)*

## Foreword



Canada's national historic sites, national parks and national marine conservation areas represent the soul of our country. They are a central part of who we are and what we are. They are places of beauty and wonder and heritage. Each tells its own story. Together, they connect Canadians to our roots, to our future and to each other.

We see a future in which each of the national historic sites of Canada, whether federally owned or not, enjoys sound commemorative health, and in which our system of sites evolves as our country evolves. Our national historic sites will be places for all Canadians to experience and learn from. They will help our communities to be vibrant and creative, and contribute to our efforts to revitalize Canada's cities. Together, we will hold these places in trust for this and future generations, while ensuring they contribute to Canada's sustainable economy and environmental health.

Our vision is also for each of Canada's unique terrestrial and marine regions to be represented by at least one national park or national marine conservation area, for all national parks to be in sound ecological health, for all NMCAs to promote the ecologically sustainable use of our marine resources in a way that harmonizes conservation practices with human activities, and for both national parks and NMCAs to be places for all Canadians to experience and enjoy.

These principles form the foundation of the new management plan for the Rideau Canal National Historic Site of Canada. May I offer my appreciation to the vast range of thoughtful Canadians who helped develop this plan. I am especially grateful to our very dedicated team from Parks Canada and to all those local organizations and individuals who have demonstrated such good will, hard work, spirit of co-operation and extraordinary sense of stewardship.

In that same spirit of partnership and responsibility, I am pleased to approve the Rideau Canal National Historic Site of Canada Management Plan.

A handwritten signature in dark ink, which appears to read "Stéphane Dion". The signature is written in a cursive, flowing style.

Stéphane Dion  
*Minister of the Environment*



**Recommended by:**



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Alan Latourelle  
Chief Executive Officer  
Parks Canada



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Doug Stewart  
Field Unit Superintendent  
Eastern Ontario, Parks Canada





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OTTAWA LOCKS

## 1.0 INTRODUCTION

### 1.1 Purpose of the Plan

This management plan establishes the long term strategic direction for the management of the Rideau Canal National Historic Site of Canada (hereafter referred to as the Rideau Canal or simply Canal), consistent with national legislative and policy framework and based on public input. The purpose of a management plan is to ensure the commemorative integrity of a national historic site, guide appropriate public use, ensure the application of cultural resource management principles and practices in decision-making and conserve the natural values of the Canal. As such, it is through the implementation of the management plan that Parks Canada meets its obligations and fulfills its mandate as a steward of Canada's national historic sites.

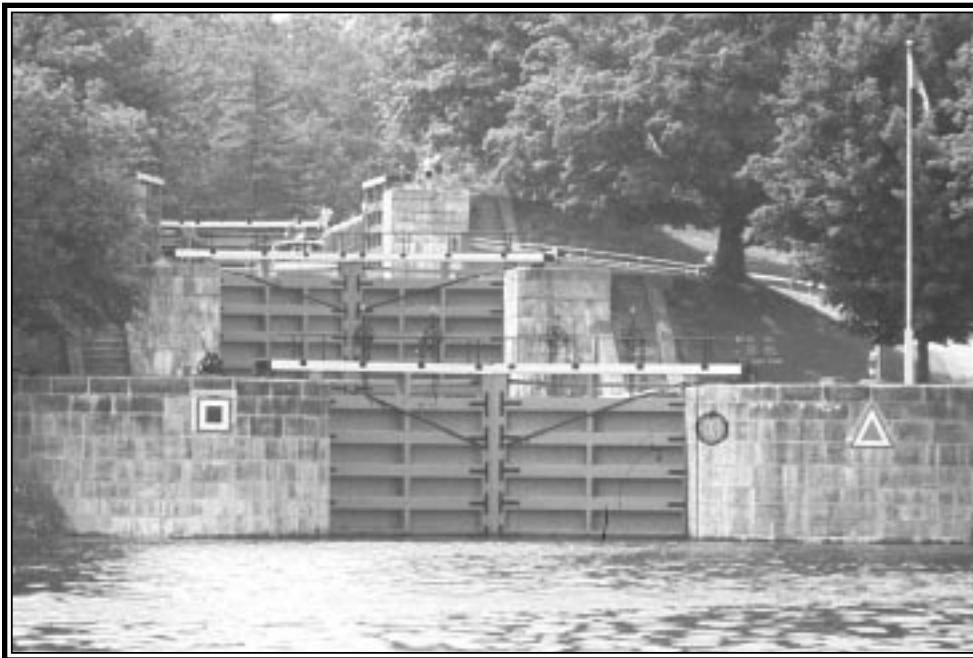
As a strategic plan it is a framework within which subsequent management, planning and implementation will take place. The plan contains a vision which describes the Canal as it could ideally exist in 15 years, a set of principles to guide the actions of all those who affect the Canal, and presents strategic goals and actions that need to be implemented by Parks Canada and others to make this vision a reality. Implementation of the management plan will be through the Eastern Ontario Field Unit Business Plan which will identify the resources required to undertake the actions in the plan.

The management plan updates and replaces the first plan prepared in 1996. While there has been no substantive change in policy direction or the operation and management of the Rideau Canal, the new plan has a focus on key strategies with clearly measurable actions. The revised management plan is intended to

be implemented over a period of five years at which time it will be reviewed and if necessary, revised to reflect new conditions. This plan and subsequent revised management plans are tabled in the Parliament of Canada.

### 1.2 Structure of the Management Plan

The plan consists of 5 parts. In section 1, the Plan provides background information which establishes the context for understanding the rest of the plan. Section 2 presents an overview of the values of the Canal through a



*The management plan provides direction for the preservation of the cultural resources of the Canal such as the locks at Jones Falls - Rideau Canal photo collection*

summary of the Commemorative Integrity Statement. Section 3 expresses the vision and guiding principles. Sections 4 to 12 form the heart of the plan, identifying challenges, key strategies and actions to attain the vision for the Canal prescribed for Parks Canada and in co-operation with others. Section 13 is the summary of the environmental assessment and 14 is the 5 year implementation schedule.

### 1.3 Challenges for the Future

The history of the Rideau Canal is one of challenges successfully met. Lt. Colonel John By, the builder of the Rideau Canal, faced a tremendous challenge when assigned the task of building the Rideau Canal. In only six years, By supervised the design and construction of 47 masonry locks and 52 dams spread out along a wilderness route of 202 km. In the words of Robert Legget, the pre-eminent Canal historian: “Even today, with all modern construction facilities, this would be a major undertaking. One hundred and fifty years ago it was an unprecedented achievement, worthy to be ranked as one of the greatest civil engineering works ever carried out in North America” (Robert Legget, John By: Builder of the Rideau Canal, Founder of Ottawa, Ottawa: Historical Society of Ottawa, 1982).

Throughout the next 130 years after its completion in 1832, Canal authorities were challenged to keep the Canal open in the face of declining use and few resources.

By the 1960's as the value of the Canal as a national historic site and recreational waterway became more apparent, a new challenge arose: the need to find a balance between increased recreational use and development of the Canal's shore-land on one hand, and the preservation of its cultural and natural heritage character on the other.

Parks Canada's goal is to preserve the cultural and natural values of the Canal and its setting while allowing for sustainable development on lands

bordering the Canal and recreational use of the Canal itself. Trying to find the balance between these often competing activities is the challenge faced by Parks Canada, municipalities, other government agencies and the residents of the Canal corridor.



*“Colonel By watching the Building of the Rideau Canal”  
C.W. Jeffrey's, Canadian National*

*The watercolour by C.W. Jeffreys provides an insight into the construction techniques employed to build the canal. In this artists depiction Colonel By in full dress uniform is inspecting the work with Thomas McKay the contractor with the Royal Sappers and Miners labouring below.*

The plan sets out a long range program for Parks Canada, in co-operation with others, to meet the challenge of balancing use and the need for protection of the Canal's cultural and natural values, thereby ensuring that the Canal will be able to benefit future generations of Canadians.

### 1.4 The Challenge of Ensuring the Protection of the Historic Resources of the Rideau Canal.

The *State of Protected Heritage Areas 1999 Report* identified the Canal's built heritage to be in fair to good condition. This was largely the result of investments in conservation and asset maintenance during the 1970s and 1980s. As a result, threats to the commemorative integrity of the heritage resources of the Canal were reduced.

The general reduction in available funds to maintain the cultural resources of the Canal has required that the only work undertaken has been on resources

whose deteriorating condition could lead to loss of historic fabric. Furthermore, the Canal must prioritize investments to ensure safe public use of these facilities and to continue to offer through-navigation. In many



*Scaffolding in the upper lock at Long Island, Bill Pratt*

*The maintenance of the canal system is an ongoing activity.*

cases these multiple objectives can be successfully realized through an integrated approach to asset management. Should the current-day funding level persist, it is projected that it will become increasingly difficult to guarantee that commemorative integrity can be ensured.

### **1.5 The Fiscal Context for the Management Plan**

During the next 5 years there is no expectation of resources, beyond the existing field unit budget, being received to implement the management plan. Efforts will be made towards ensuring the protection of Level 1 cultural resources, especially engineering works in most need of work in order to safeguard their historic value, and to ensure that safe and reliable navigation is not compromised. As well, the Canal will continue to provide quality service through existing resources and partnerships with others. The implementation table in section 14 of the plan shows that many of the actions of the plan will be implemented within 5 years using the existing financial and staff resources. Any other projects can only be undertaken if additional funds become available.

### **1.6 Parks Canada’s Role**

Parks Canada has the responsibility to provide leadership and stewardship in protecting and presenting heritage areas of national significance. This means managing heritage areas under its jurisdiction to the highest standards and assisting and co-operating with others to protect and present other heritage areas of national significance.

### **1.7 Legislative and Policy Basis for the Plan**

The *Parks Canada Agency Act* extended the legislative requirement for preparing management plans to national historic sites, including historic canals, administered by Parks Canada with a requirement for a review every five years. Parks Canada’s programs are directed by the *Guiding Principles and Operational Policies*. This document explains how the federal government carries out its national programs of natural and cultural heritage recognition, protection and presentation. The following policy objectives from that document provide direction for the management of the Rideau Canal.

National Historic Sites Policy Objectives:

- to foster knowledge and appreciation of Canada’s past through a national program of historical commemoration;



*The Stone Arch Dam at Jones Falls, Rideau Canal Photo Collection.*

*The largest dam in North America when constructed, it dramatically illustrates the need for large dams to constrict the “slackwater” canal system used to construct the Rideau Canal.*

- to ensure the commemorative integrity of national historic sites administered by Parks Canada by protecting and presenting them for the benefit, education and enjoyment of this and future generations, in a manner that respects the significant and irreplaceable legacy represented by these places and their associated resources; and
- to encourage and support the protection and presentation by others of places of national historic significance that are not administered by Parks Canada.

Historic Canals Policy Objective:

- to foster appreciation, enjoyment and understanding of Canada's historic canals by providing for navigation; by managing cultural and natural resources for purposes of protection and presentation; and by encouraging appropriate uses.

Cultural Resource Management Policy Objective:

- to manage cultural resources administered by Parks Canada in accordance with the principles of value, public benefit, understanding, respect and integrity. All cultural resources under the stewardship of Parks Canada are managed in accordance with the Cultural Resource Management Policy.

Historic Canals Regulations:

- these regulations under the Department of Transport Act provide the regulatory framework for the management, use and protection of the Rideau Canal in accordance with the Historic Canals Policy and the Management Plan.

Canadian Heritage Rivers System Objective:

- to foster protection of outstanding examples of major river environments of Canada in a cooperative system of Canadian Heritage Rivers, and to

encourage public understanding, appreciation and enjoyment of their human and natural heritage.

**1.8 The Role of the Rideau Canal National Historic Site:**

**1.8.1 As part of Canada's system of national historic sites:**

The Rideau Canal is part of a larger system of over 890 national historic sites which contribute to an understanding and collective sense of Canada's national identity as well as a shared sense of national pride. These national symbols are tangible links to our past, depict our diversity, achievements, shared values and are examples of Canada's contribution to the preservation of global heritage.

Within the system of national historic sites the Rideau Canal is a commemoration within the sub-themes of:

1. Technology and Engineering (within the theme Developing Economies)



*Brewers Lower Mill 1831-32, Thomas Burrows, Archives of Ontario*

*With masonry of lock nearly completed and excavation for Canal in progress this sketch clearly shows the construction of a typical lock.*

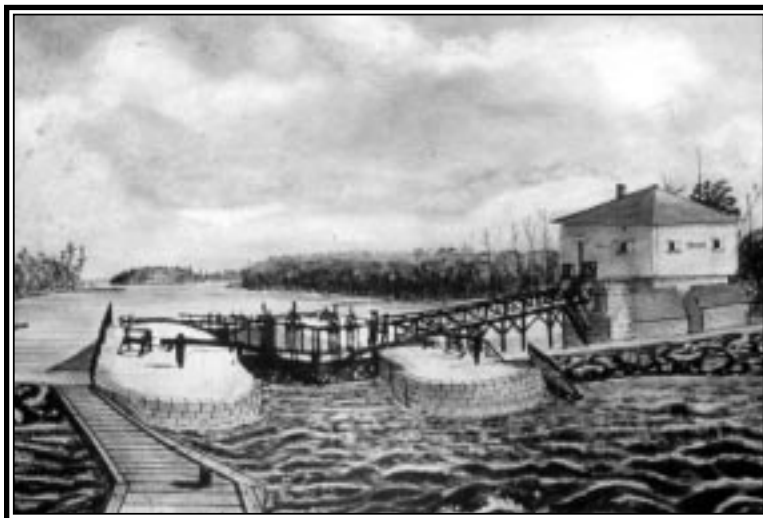
2. Communications and Transportation (within the theme Developing Economies),



*Opinicon Lake, looking to North West, November 1840,  
Thomas Burrows, Archives of Ontario*

*The Steamer "Hunter" was typical of the steamers plying the canal. The canal was an important transportation route until 1850.*

3. Military and Defense (within the theme Governing Canada)



*Lock Blockhouse at the Narrows, the first descent from Summit towards Bytown,  
Thomas Burrows 1841, Archives of Ontario*

*The Blockhouse at the Narrows was built to defend this vulnerable lockstation. This was one of a number of fortifications along the Canal and in Kingston.*

**1.8.2 As a historic canal the Rideau Canal:**

- protects cultural resources under its stewardship
- protects the natural resources of the Canal
- provides the public with an appreciation of the significant values of the Canal
- provides a safe and enjoyable recreational navigation system
- contributes to the ecological health of the Rideau and Cataraqui watersheds
- encourages compatible and appropriate use
- involves others in the protection of the Canal and its setting, and the provision of facilities and services for public use and enjoyment
- protects the heritage values of the Rideau Waterway as a Canadian Heritage River through co-operative action.

**1.9 The Rideau Waterway Canadian Heritage River**

The Canadian Heritage Rivers System has been established by the federal, provincial, and territorial governments for the purpose of recognizing outstanding rivers of Canada and ensuring that future management will protect these rivers and enhance their significant heritage values for the long term benefit and enjoyment of Canadians.

The Rideau Waterway was designated as a Canadian Heritage River in February 2000 for its outstanding human heritage and recreational values. These include the Canal system, its historical setting, the wide range of water based recreational activities, and water quality suitable for recreation. See Appendix C, Nomination Document for the



Rideau Waterway Canadian Heritage River, Summary of Values, for a detailed overview of its values as a Canadian Heritage River.



*Boathouses at Chaffeys - Jim Reynolds*

*This view of the historic boathouses at Chaffeys illustrates the human heritage and recreational values of the Rideau Canal.*

The Rideau Canal National Historic Site of Canada Management Plan has been recognized by the Canadian Heritage Rivers Board as the guiding direction for the management of the heritage and recreational values of the heritage river. The collective actions to implement this plan will ensure that the values for which the waterway was nominated will be maintained.

### **1.10 The role of other government agencies and municipalities**

All three levels of government - federal, provincial and municipal - have a role in protecting the heritage character of the Canal and ensuring optimum recreational use. The federal-provincial agreement to designate the Rideau as a Canadian Heritage River is a recent example of how the governments of Canada and Ontario and the Rideau Valley Conservation Authority and Cataraqui Region Conservation Authority worked together to protect the Canal environment.

Despite changes in the responsibilities of government agencies and municipalities since the 1996 plan, the principle of co-operative action still holds true. Indeed, without the participation of all levels of government committed to the guiding principles of the plan, the vision for the Canal cannot be fully attained.

Municipalities are the most important partners in achieving the vision for the Canal. The 7 newly amalgamated municipalities have responsibility for shore-land use planning, development control and the protection of natural and cultural features. The Cataraqui Region Conservation Authority (CRCA) and the Rideau Valley Conservation Authority (RVCA) regulate development on and adjacent to the floodplain and on unstable slopes, and are actively involved in shore-land development matters through the Rideau Waterway Development Review Team. Both Conservation Authorities have been delegated the authority to protect fish habitat under the Federal Fisheries Act. The RVCA has been especially active through the Tay River Watershed Management Plan and the Rideau Valley Clean Water Program.

The Ministry of Natural Resources regulates hunting and fishing in the Canal corridor and is involved in the review of municipal official plans. The Ministry of the Environment regulates municipal sewage treatment facilities and is responsible for enforcing pollution control legislation. The Ministry of Culture provides support for museums and heritage groups.

### **1.11 Regional Context**

The Rideau Canal consists of a chain of lakes, rivers and Canal cuts, winding 202 kilometers from Kingston on Lake Ontario, to Ottawa, the Nation's Capital. It is part of a larger system of recreational canals in Ontario, Quebec, and New York State providing unparalleled inland boating and heritage tourism opportunities.

The Rideau Canal links the Rideau and Cataraqui Rivers through 47 locks at 21 lockstations, and 18 kilometers of Canal cuts to create a navigable waterway between the Ottawa River and Lake Ontario. The summit of the Canal is Upper Rideau Lake at 123 metres above sea level. From there the

Canal drops 83 metres to Ottawa and 49 metres to Kingston. Connected to the Rideau Canal is the Tay Canal which provides a navigation route to the town of Perth.

Consisting of lands on both sides of the Canal, the Rideau Canal corridor has long been recognized as an area of special interest owing to its unique combination of cultural, natural and recreational values. Although neither an administrative nor a formal planning area, the concept of a corridor is useful in recognizing that the Canal cannot be separated from its surroundings and that land use activities in the corridor have an impact on the integrity of the natural and cultural values of the Canal and its recreational values. Map number 1 identifies the Rideau Canal (the designated place) within the context of its adjacent corridor landscape.

The landscape of the Canal corridor is a mosaic of productive, marginal and abandoned agricultural land, wood lots and extensive forests, wetlands, lakes and rivers, scenic shore-lands and a wide range of settlements ranging in size from the city of Ottawa to small historic villages. This diversity of landscape and its historic resources are associated with the national historic significance of the Canal.



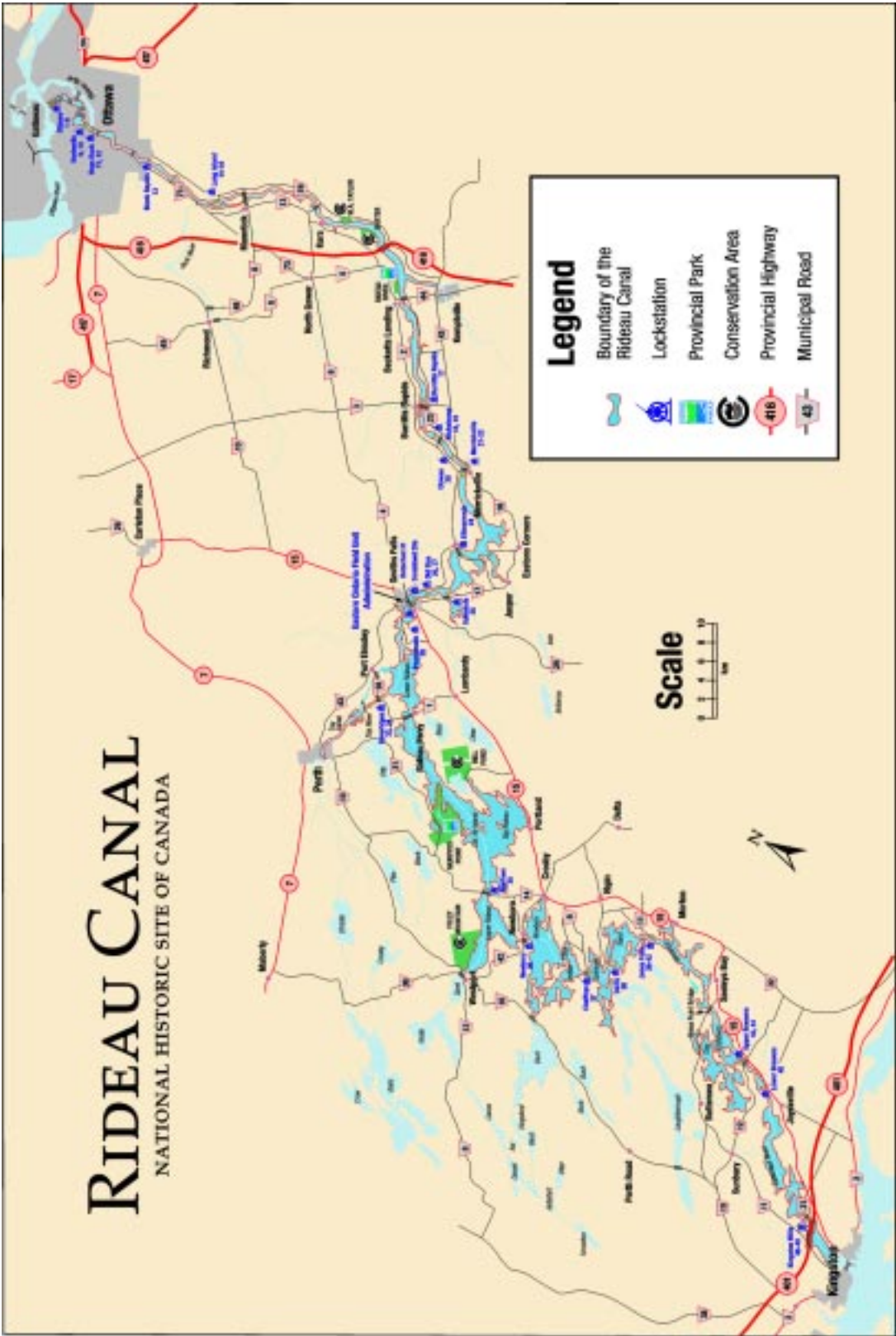
*Burritt's Rapids, Simon Lunn*

*Burritt's Rapids is one of a number of small heritage villages along the Canal.*



*Kilmarnock - Easton Wetlands, Simon Lunn*

*The combinations of wetland, farmland and historic lockstation at Kilmarnock illustrates the diversity of landscapes along the Canal*



## **1.12 Management Plan Review Program**

### **1.12.1 Planning background**

The outdoor recreational boom of the 1960's led to a realization by the Governments of Canada and Ontario that the Canal should be managed as a historic site and recreational waterway. This led to the transfer of the Canal from the Department of Transport to Parks Canada in 1972. Subsequently, both governments agreed to work together towards preservation and optimum recreational use of the Rideau Canal and Trent-Severn Waterway corridors. As a result, provincial parks and conservation areas were established and Parks Canada purchased a number of islands, upgraded visitor facilities, developed interpretive programs and restored locks, dams and historic buildings.

In 1988, in response to increased recreational use and development pressures, Parks Canada produced the Rideau Canal Policies which provided direction for management of the Canal in the absence of a management plan. The first management plan was initiated in 1990 and completed in 1996.

The current management plan is prepared under the provisions of section 32.(1) of the *Parks Canada Agency Act* and will be reviewed under section 32.(2) in 2010.

### **1.12.2 The need for an update of the 1996 Management Plan**

The first management plan for the Rideau Canal National Historic Site of Canada provided a comprehensive program for conservation and presentation of the cultural and natural values of the Canal, and identified Parks Canada's role in shore-land development, ecosystem management, public use of the Canal, and regional tourism. Since that time there have been a number of management plan requirements which have necessitated a substantial revision of the format of the plan. These are: the need to provide a strategic long term guide for management of the Canal, consistency with the requirements for management plans as identified in

the "Parks Canada Guide to Management Planning", and the need to identify actions to ensure commemorative integrity.

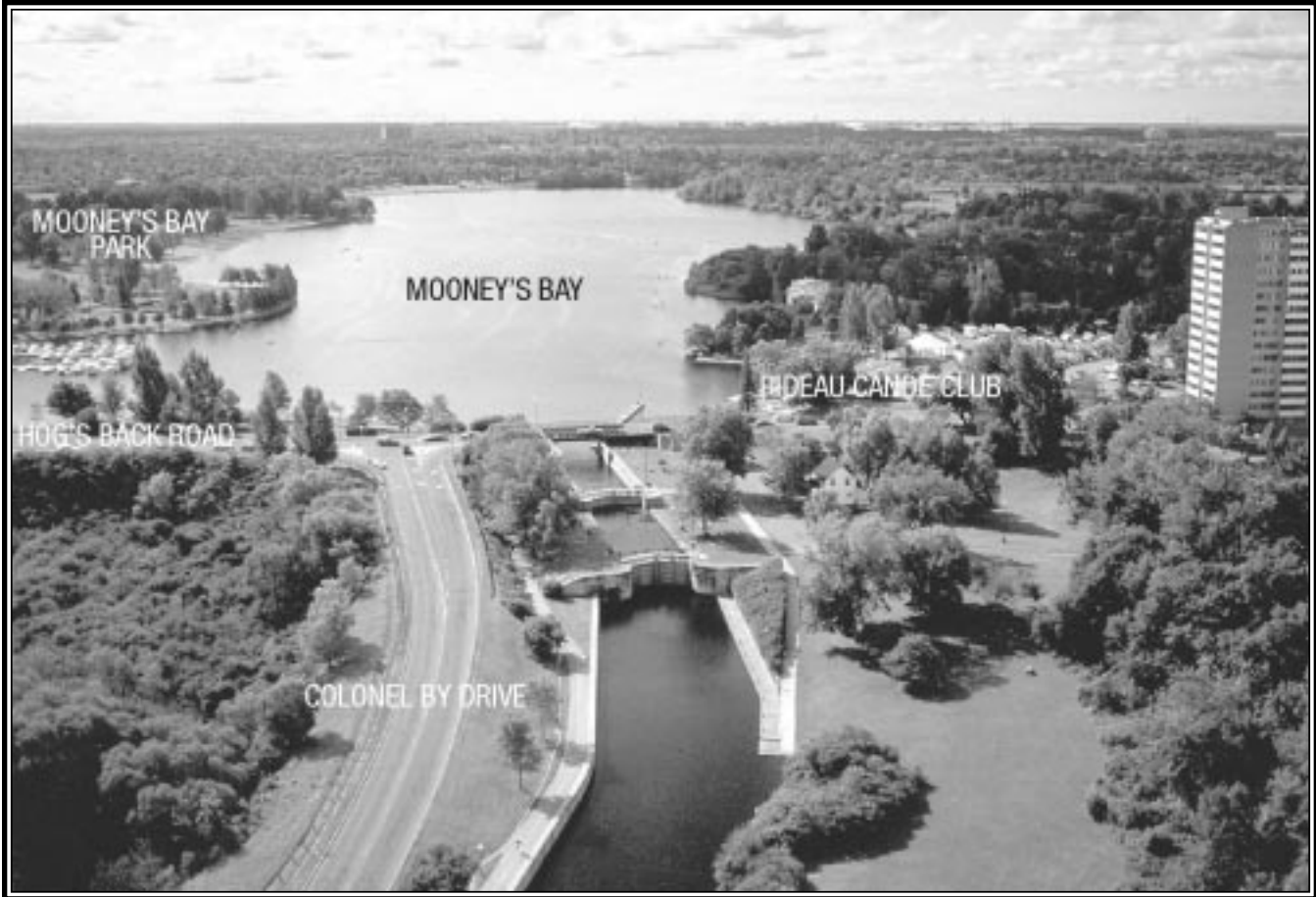
Appendix B identifies the actions in the 1996 plan, what was accomplished and what is included in this plan revision.

### **1.12.3 Plan Review Process**

The planning process has been designed to review the 1996 management plan and to prepare a revised management plan consistent with current federal legislation and policies, and the evolving conditions facing the Rideau Canal. The process consisted of a review of the current plan, identification of new issues and trends which need to be addressed, public consultation, and preparation of a final plan.

The public consultation program was designed to involve the staff, the public and government agencies in the preparation of the plan. This was accomplished in the following manner:

- involvement of Canal staff in the preparation of the draft plan;
- review of all planning products by the Rideau Canal Advisory Committee;
- discussions with provincial and federal agencies and municipalities to ensure that the plan is consistent with the policies and actions of these bodies, and to solicit their support of the plan;
- review of the draft plan by Canal corridor stakeholders;
- involvement of the general public through open houses and the website;
- request for comment from Members of Parliament and the Ontario Legislature.



**HOGS BACK LOCKSTATION**

## **2.0 COMMEMORATIVE INTEGRITY**

The cornerstone of the National Historic Sites Policy and the primary purpose of a management plan is to ensure the commemorative integrity of a national historic site. The concept of commemorative integrity is used to describe the health and wholeness of a national historic site. A national historic site possesses commemorative integrity when the resources directly related to the reasons for the site’s designation as a national historic site are not impaired or under threat, when the reasons for the site’s national historic significance are effectively communicated to the public, and when the site’s heritage values, including those resources not related to national significance, are respected by all whose decisions or actions affect the site.

The Commemorative Integrity Statement identifies the cultural resources of the Canal, objectives to ensure that they are not impaired or under threat, interpretive messages and objectives for effective communication of the reasons for national significance. It is intended to provide the benchmark for planning, managing operations, reporting on the state of the resource, and taking remedial action. At the core of the management plan are strategies and actions to ensure that these resources are protected and the public understands the reasons for the Canal’s national significance. Appendix A contains the Commemorative Integrity Statement for the Rideau Canal and the Merrickville Blockhouse National Historic Site of Canada. A separate management plan for the Merrickville Blockhouse will be prepared in the near future. This document is an integral part of the management plan, and is referred

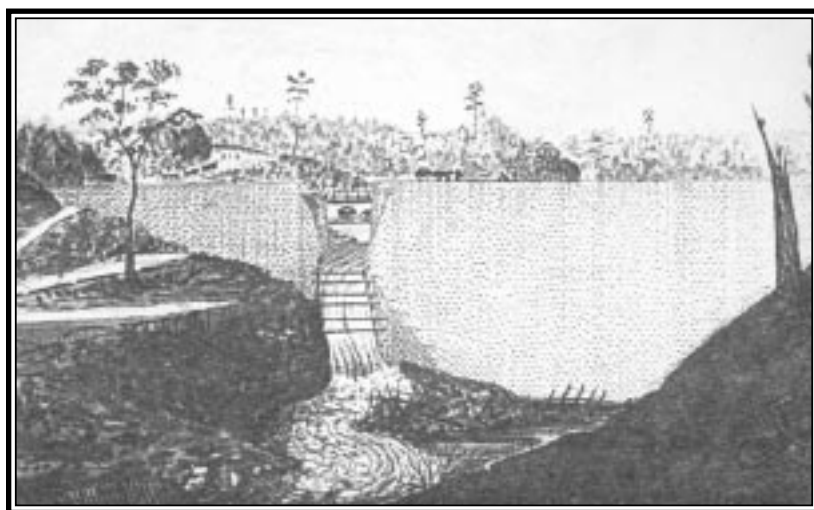
to throughout the plan where appropriate. It is summarized in the following subsections.

### **2.1 Statement of Commemorative Intent**

Commemorative Intent refers to the reasons for a site’s designation as a national historic site, as determined by the ministerially approved recommendations of the Historic Sites and Monuments Board of Canada.

The Rideau Canal was first commemorated in 1926 to mark the 100th anniversary of the commencement of construction of the Canal. This was followed by further statements of its national significance in 1967 and 1987, (see Appendix A, 3.0 for a complete description of HSMBC minutes). Based on the recommendations of the Historic Sites and Monuments Board of Canada, the Rideau Canal was declared a national historic site because of :

- *the construction of the canal system;*
- *the survival of a high number of original canal structures including locks, blockhouses, dams, weirs and original lockmasters’ houses plus the integrity of most lockstations;*



*Dam at Jones Falls when nearly completed, showing the last temporary passage for the surplus water, 1831 - Thomas Burrows, Archives of Ontario*

*The construction of the Stone Arch Dam at Jones Falls illustrates the construction of the canal system.*

- *the unique historical environment of the canal system.*



*Kingston Mills Blockhouse, Rideau Canal Photo Collection*

*The Kingston Mills Blockhouse is an outstanding example of the survival of a high number of original canal structures.*



*1820's stone cottage near Merrickville, Rideau Canal Photo Collection*

*This stone Georgian Cottage near Merrickville exemplifies the unique historical environment of the canal system.*

These reasons for national historic significance provide the basis for determining which resources of the Canal are of national historic significance. An overview of the history of the Rideau Canal is found

in Appendix A - Commemorative Integrity Statement, section 4.0 - Historical and Geographic Context.

## **2.2 The Designated Place**

Designated Place refers to the area which was designated by the Minister as the national historic site on the recommendation of the Historic Sites and Monuments Board of Canada. In the case of the Rideau Canal, the designated place consists of the lands under the jurisdiction of Parks Canada and the bed of the Rideau Canal. All cultural resources within the designated place, which are related to the construction and military period of the Canal, are level 1 cultural resources as they are directly associated with the reasons for commemoration. All other cultural resources within the designated place are level 2 cultural resources.

The primary focus of Parks Canada's activities will be on preserving the cultural and natural values within the designated place. However, there has long been a recognition that much of the value of the Rideau Canal lies in its association with the unique historical environment of the Canal corridor comprising a cultural landscape modified by 200 years of settlement, consisting of historic villages and rural landscapes containing a large number of historic buildings and natural features. It is this combination of cultural and natural features which has led to the recognition of the Rideau Canal corridor as a distinct cultural landscape worthy of preservation. The Parks Canada study: "The Cultural Landscapes of the Rideau



Canal Corridor” identifies the heritage values of the Canal corridor and ways to protect them.

The landscape adjacent to the Canal is both visually, ecologically and historically associated with the Rideau Canal, and its management affects the Canal and the quality of the visitor’s experience. This management plan recognizes the importance of preserving the cultural and natural values of the Canal corridor and the role of Parks Canada as a partner in conservation efforts. Section 5.0 of the Commemorative Integrity Statement describes the Designated Place and its values in greater detail.

### **2.3 Cultural Resources of National Significance**

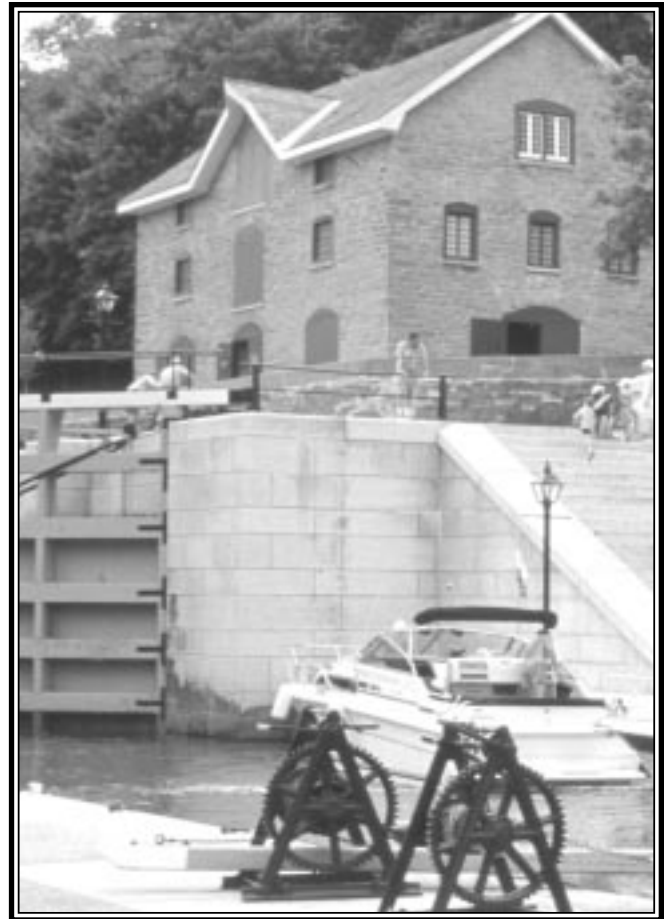
Cultural resources of national significance consist of all those resources directly related to the reasons for commemoration. These level 1 resources consist of:

- 40 of the Rideau’s 47 locks;
- 18 of the Rideau’s 45 dams, weirs and embankments;
- 18 Canal buildings consisting of 12 defensible lockmaster’s houses, 4 blockhouses, the Commissariat Building and Blacksmiths Shop;
- all 22 lockstation landscapes;
- all archaeological sites dating from the construction and military periods;
- archival material from the military period;
- archaeological artifacts from the construction and military period.

Sections 6 and 7 of the Commemorative Integrity Statement describes these resources, their values and objectives for ensuring that they are unimpaired and not under threat.

### **2.4 Messages of National Significance**

The following messages of national significance will form the basis for informing the public of the Canal’s national historic significance:



*Commissariat Building at the Ottawa Locks,  
Rideau Canal Photo Collection*

*The Commissariat Building is the oldest surviving building in Ottawa.*

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

Section 8 of the Commemorative Integrity Statement contains the messages of national significance and context messages.



**2.5 Other Heritage Values of the Rideau Canal**

The Canal possesses other associative and physical values, resources, and messages (level 2) that contribute to its heritage character and heritage experience but which are not related to the reasons for designation as a national historic site. These consist of engineering works, buildings, archaeological sites, and moveable objects from the post military period to 1967; and heritage messages dealing with the Canal after the construction and military period.

Sections 9 and 10 of the CIS identifies these resources, their values, messages and objectives for effective

Section 11 of the CIS identifies the objectives for managing ecosystem values.



*The Anglin House at Kingston Mills, once a lockmasters house (a level 2 cultural resource) is now a visitor centre.*

*Rideau Canal Photo Collection*



*Many of the wetlands along the Canal were created as a result of Canal construction and are of historic and natural significance.*

*Rideau Canal Photo Collection*

communication and conservation of these level 2 resources.

**2.6 The Natural Environment of the Rideau Canal Corridor**

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

### **3.0 VISION AND GUIDING PRINCIPLES**

When Colonel By arrived in Canada in 1826 he immediately saw the potential of the Rideau Canal not only as a military route, but also as an essential link in a great commercial transportation system linking the Great Lakes with the Atlantic Ocean thereby assuring Britain military and commercial control of the Great Lakes. Instead of a small military canal, By envisioned a commercial waterway able to accommodate steam boats, the vessel of the future. His foresight established the Canal as a viable commercial waterway for over 100 years.



*The Rideau King at the Narrows  
Rideau Canal Photo Collection*

*The Rideau King provided regular passenger service between  
Ottawa and Kingston 100 years ago.*

Today, as the Canal is approaching 170 years of continuous use we look to the future with a plan to attain a vision of preserving this remarkable engineering achievement through the stewardship of Parks Canada in co-operation with all those who cherish its historic and natural values.

#### **3.1 Vision for the Future**

Parks Canada’s vision for the Rideau Canal is an expression of what the Canal should be in the future. It is an update of the vision in the 1996 plan. It is based on Parks Canada’s mandate for the Rideau Canal and input from stakeholders who have made it clear what they value about the Canal and what they want it to be in the future. The vision establishes an ideal state which Parks Canada and Canal stakeholders are striving to attain. The vision can be attained through the implementation of the actions in the management plan.

- Canadians, residents and visitors cherish the Rideau Canal as a symbol of Canada’s identity and take pride in their contribution to preserving this national treasure for future generations.
- The cultural and natural resources under the stewardship of Parks Canada are protected for the benefit of this and future generations.
- Residents of the Canal corridor value and protect the unique cultural and natural heritage character and scenic beauty of the Canal corridor through the co-operative efforts of stakeholder groups, government agencies, public and private sector partnerships, municipal land use policies, and private stewardship.
- The Canal’s tradition as a fully functional navigable historic waterway is maintained.
- The Rideau Canal is a valuable tourism and recreational resource contributing substantially to the economy of eastern Ontario. Canal corridor tourism partners work together to promote the Rideau Heritage Route as a unique cultural heritage experience and provide quality services and facilities for visitors.
- Parks Canada and heritage interests together present the story of the Canal and its communities resulting in greater awareness, understanding and

appreciation of the heritage values of the Canal corridor.

- The values of the Rideau Waterway Canadian Heritage River are widely understood and protected through public and private stewardship.
- Rideau Canal staff are proud of their stewardship role and through their actions display leadership in resource protection, sustainable use, and heritage presentation.

### **3.2 Guiding Principles**

These guiding principles provide a framework for public and private decision-making activities. It is vital that these principles be understood, accepted and applied to guide all private and public activities if the vision for the Rideau Canal corridor is to be achieved.

- The historic values, natural features, scenic beauty and diversity of cultural landscapes of the Canal

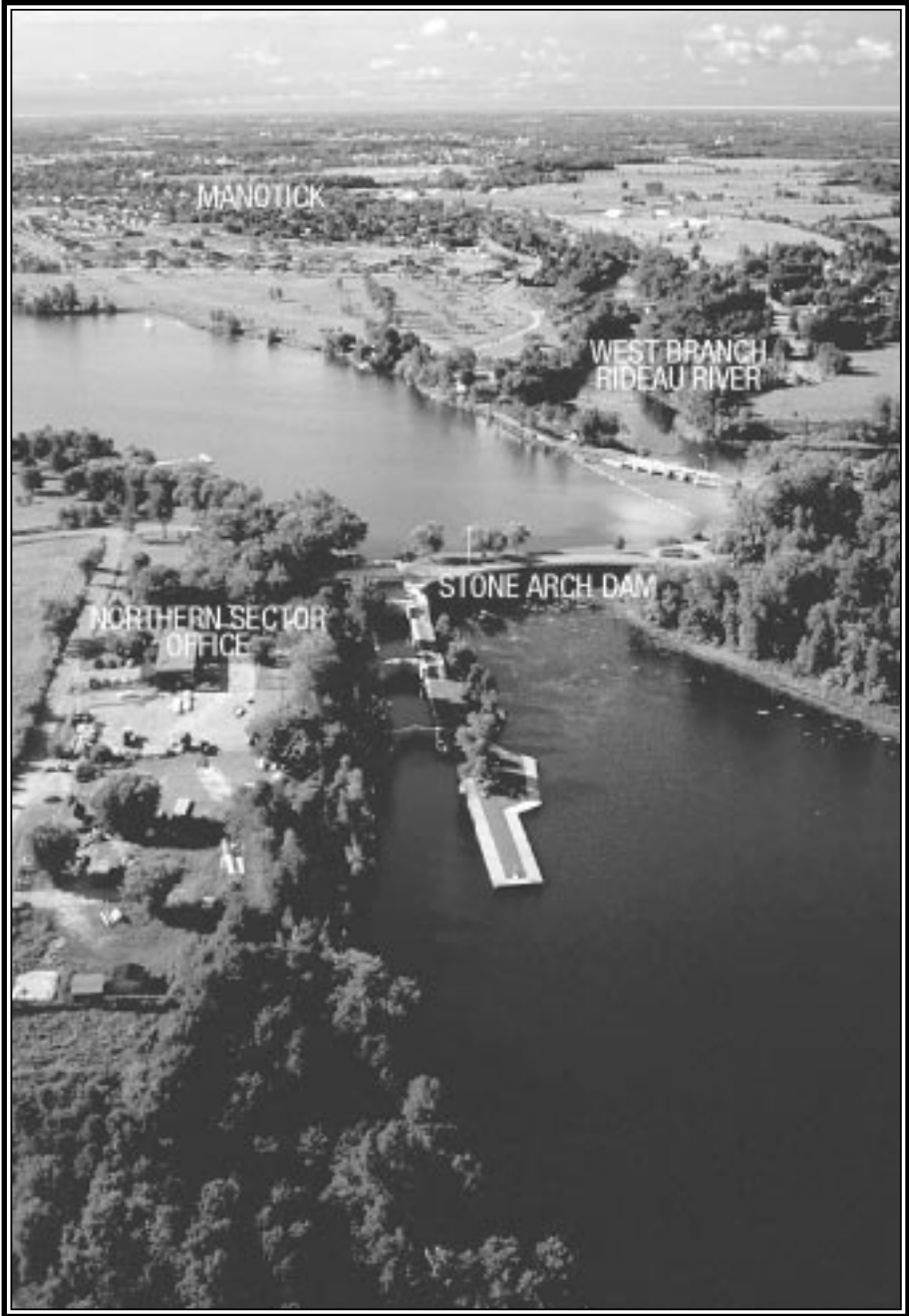
corridor constitute its unique heritage character and should be respected by government, commercial interests and private residents.

- through-navigation is a valued means by which to promote public understanding, appreciation and enjoyment of the heritage values of the Canal.
- The Rideau Canal should contribute to tourism and recreation as a major component of the corridor economy.
- The public and private sector shall co-operate to provide a range of high quality facilities and services for visitors.
- Development of the shore-land and on lands adjoining Canal lands should respect the historic and scenic character of the Canal landscape, and be environmentally sustainable and not conflict with navigation.



*The "Quarters" - a scenic narrow channel near Jones Falls - Manuel Stevens, Parks Canada*

*Scenic narrow channels should be preserved for their natural beauty.*



LONG ISLAND LOCKSTATION

## **4.0 HERITAGE CONSERVATION**

### **4.1 Protecting the Cultural Resources of the Rideau Canal**

Cultural resource management encompasses the identification, evaluation, conservation, and presentation of cultural resources which have historic value. The Historic Canals Policy and the Cultural Resource Management Policy provide direction for the management of the cultural resources of the Rideau Canal. This includes traditional uses of cultural resources where appropriate.

The cultural resources of the Rideau Canal consist of the engineering works, buildings, landscapes, archaeological sites, artifacts and archival resources associated with the military period ( level 1) and post military period operation (level 2) of the Canal. Complementing the cultural resources of the Canal is a cultural landscape setting which has evolved over two hundred years. *The Cultural Landscape of the Rideau Canal Corridor Phase II Study* describes and evaluates the corridor’s cultural landscapes and recommends actions which should be taken to manage and preserve significant landscapes. This study can be used by municipalities, heritage interests and private landowners to identify and protect the cultural landscape of the Canal corridor.

### **4.2 Current Heritage Conservation Management Activities**

- Parks Canada has an ongoing program of monitoring and maintenance of Canal buildings and engineering works to conserve historic fabric and ensure safe and reliable use. As a result 88% of the buildings and 92% of the engineering works are in good to fair condition.
- Known archaeological features on Canal land and on the bed of the Canal are protected.
- Parks Canada participates in the municipal planning and shore-land development review

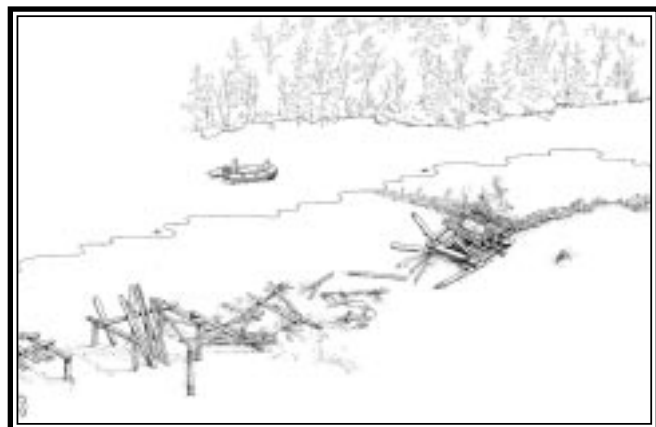


*Historic Farmstead near Kars - Manuel Stevens, Parks Canada*

*These scenes are becoming rare as the urban growth expands south towards Kemptville.*

process to encourage sensitive development and preservation of the heritage character of the Canal.

- Many corridor residents value the heritage character of the Rideau Canal corridor and have made substantial contributions to heritage conservation through their own efforts.
- A number of municipalities are working to protect the historical values of the Canal corridor through municipal designations under the provisions of the Ontario Heritage Act and other legislation that



*Remains of submerged bridge, Rideau Canal*

*Dorothea Larson, Parks Canada*

contributes to the protection of historic values such as the “Provincial Policy Statement for Land Use Planning”, the Planning Act and the Municipal Act.

**4.3 Heritage Conservation Management Challenges:**

- Projected funding limitations over the next ten years may affect the ability of the Canal to carry out a comprehensive maintenance and conservation program. As a result, the condition of level 1 and level 2 cultural resources may gradually deteriorate thus making it increasingly difficult to ensure the commemorative integrity of the engineering works and buildings.
- The requirement to ensure navigation throughout the entire system requires that the level 1 and level 2 engineering works must be afforded equal maintenance attention so that they are safe and reliable.
- There is a need for increased information on the location and condition of terrestrial and underwater archaeological resources.
- There is a need to have an inventory and assessment of moveable objects; e.g. artifacts, maps, plans and archaeological artifacts under the stewardship of Parks Canada.
- There is a need to increase public understanding of the Rideau Canal as a National Historic site and Canadian Heritage River.
- The cultural landscape of the Canal corridor is under threat from incompatible development.
- An inventory and assessment of the value of historic buildings and landscapes in the Rideau Canal corridor would be beneficial to raise awareness of their heritage value and support for their preservation.
- The long term integrity of privately owned historic buildings on Canal lands cannot be assured. These are buildings constructed many years ago on land leased from the Canal primarily for residential



*Suburban Development at Manotick  
Simon Lunn*

*Estate lot development and subdivisions are changing the cultural landscape south of Ottawa.*

purposes, some of which have historic value. There are currently no means to ensure their protection.

**4.4 Strategic Goals:**

Manage all cultural resources under the stewardship of Parks Canada in accordance with the principles and practices of the Cultural Resource Management Policy and the FHBRO Code of Practice where applicable so that the values of these resources as identified in the CIS are safeguarded.

Encourage the protection of the other cultural resources within the Rideau Canal corridor

**4.4.1 Key Actions by Parks Canada**

- Undertake a program of ongoing monitoring, maintenance and conservation of engineering works essential for the safe and reliable operation of the Canal and to ensure their commemorative integrity as detailed in the Long Term Capital Plan for the Canal.
- Monitor and undertake a program of conservation maintenance to safeguard the historic values of level 1 and level 2 buildings to ensure their commemorative integrity.



*Burritt's Rapids Swing Bridge  
Bill Pratt*

*Canal staff undertaking repairs to the historic bridge.*

- Conserve significant lockstation cultural landscape features, views and visual linkages so that the values of these landscapes as identified in the CIS are safeguarded.
- Ensure that new landscape elements and uses safeguard the historic values and views of the lockstations.
- Establish agreements with leaseholders to conserve historically significant private buildings on Canal lands.
- Protect areas of archaeological sensitivity, so that the historic values of archaeological resources as identified in the CIS are safeguarded.
- Inventory, evaluate and conserve moveable objects and archaeological artifacts and sites owned by Parks Canada so that

their historic values as identified in the CIS are safeguarded.

- Raise awareness of the values of the Rideau Canal identified in the Commemorative Integrity Statement and the application of the cultural resource management policy among staff and stakeholders.

#### **4.4.2 Key Actions by Parks Canada in Co-operation with Others**

- Encourage municipalities to implement cultural heritage policies in their official plans and establish Heritage Advisory Committees to advise municipal councils on the conservation of historic buildings and landscapes along the Canal.
- Establish a network of heritage agencies and organizations, municipal heritage and land use planning officials to promote the inventory, conservation and monitoring of the significant buildings and cultural landscapes of the Canal corridor.
- Encourage the use of architectural styles in keeping with the architectural heritage of the Canal corridor for new construction adjacent to the Canal and lockstations.



*The Opinicon Hotel is a rare surviving example of an early 20th century resort hotel.  
Rideau Canal Photo Collection*



*Historic Boathouses on Big Rideau Lake - Manuel Stevens, Parks Canada*

*These charming structures contribute to the historic value of the Canal and are being preserved by their owners.*

- Identify views and adjacent private lands critical to the protection of the heritage setting of lockstations, and specific corridor communities, and encourage landowners and municipalities to protect these values through private land stewardship, the implementation of appropriate planning tools such as heritage district designation under the provisions of the Ontario Heritage Act, open space policies, heritage easements and zoning bylaws.
- Promote the use of The Cultural Landscape of the Rideau Canal Corridor Phase II Study among heritage interests and municipalities as a means of raising awareness of the cultural resources of the Canal corridor and the protection of these resources through private stewardship and municipal action.
- Co-operate with the Town of Smiths Falls, heritage interests and the owner of the Bascule Bridge National Historic Site of Canada at the detached

Lockstation in Smiths Falls to protect this nationally significant structure.



*Log House on the county road between Merrickville and Burritt's Rapids.*

*Rideau Canal Photo Collection*





### NICHOLSONS LOCKSTATIONS

*The Andrewsville Bridge, and the Nicholsons and Clowes overflow dams.  
Simon Lunn*

## **5.0 ECOSYSTEM MANAGEMENT**

### **5.1 The Rideau Canal Ecosystem**

The Historic Canals Policy and the Cultural Resource Management Policy require the protection of the Canal’s natural resources and identified ecosystem features respectively including some habitats, natural landscapes and resources, and their values. These policies also encourage others to protect ecologically related natural features on adjacent lands through co-operative action and private stewardship. The Historic Canals Regulations, Canadian Environmental Assessment Act, Species at Risk Act and Canada Fisheries Act provide a federal regulatory framework for protection of ecological values on Canal lands and waters. Provincial legislation regulates fishing and hunting and the protection of water quality. The natural environment of the Canal is considered to be an important aspect of its historic value in the Commemorative Integrity Statement (Appendix A, section 4.0, and section 11.0).

The location of the Rideau within three physiographic regions and two watersheds results in a system with outstanding biological diversity. Most notable are the outstanding range of wetlands, a number of significant plant and animal communities, a number of species of flora and fauna considered to be at risk and one of the most diverse fish communities in Canada. Ongoing research is adding to these lists and further confirming the significance of the Canal’s major wetlands. These are found in a setting in which over half of the shore-land is still in its natural state, a remarkable amount given the Canal’s long history of human use. As well, 16% of the Canal’s shore-lands is

wetland (190 km), and more than 20 of these wetlands are provincially significant.

The Rideau Canal ecosystem, although generally healthy, is subject to a variety of ecological stresses such as nutrient loading from private and public sewage treatment facilities, storm water discharges, agricultural run-off, shore-land development, disturbance and fragmentation of wildlife habitats, fishing pressure, recreational activities and the effects of invasive species. The long term cumulative impact is estimated to be significant as many of these impacts are expected to continue or increase over time. Clearly this points to the need to reduce the sources of stress on the ecosystem. This will be a challenging task as the activities which are the source of ecosystem stress are integral to the economy of the Canal corridor.

### **5.2 Ongoing ecosystem management activities:**

- Environmental assessments as required by the Canadian Environmental Assessment Act of many proposed private or public in-water and shoreline works along the Canal such as docks, marinas, lock



*Suburban development is not consistent with the ecological health of the Canal environment.*

*Manuel Stevens, Parks Canada*

and dam reconstruction and other activities that could affect the environment.

- Application and enforcement of the Historic Canals Regulations and Canada Fisheries Act to regulate in-water and shoreline works and protect aquatic habitat.
- Review of municipal official plans, zoning by-laws and other planning instruments with other agencies to influence the adoption of environmentally sound planning policies.
- Review of planning activities, land division and other development activities to assess and mitigate potential environmental impacts.
- Participation, co-ordination and technical advice for inter-agency and community based environmental research projects (eg watershed planning, bio-diversity study, biological inventories, water quality and aquatic plant monitoring. etc.)
- Communicating ecosystem management and environmental stewardship messages to the public, Canal staff and other groups, and providing information on a variety of environmental subjects.
- Fostering public participation in environmental stewardship
- Co-operating with other government agencies, stewardship councils, lake, cottage and other associations such as the Rideau Waterway Land Trust Foundation and Centre for Sustainable Watersheds and universities in conducting research, inventories and environmental monitoring to promote the health of the two watersheds.

### **5.3 Ecosystem management challenges:**

The following major concerns must be addressed to secure the long term ecological health of the Rideau Canal ecosystem.

- Projected funding limitations over the next ten years may affect the ability of the Canal to develop

and implement the necessary range of ecosystem management strategies and programs. Investment decisions will be made through the business plan and based on criteria related to greatest environmental benefit.

- The need to protect ecosystem features especially those that directly relate to the construction of the Canal as these have historic as well as natural value.
- The impairment of water quality on a watershed level as a result of the cumulative impact of land management and development activities and the need to establish achievable goals and objectives for water quality, and ecosystem management.
- The ability to consistently meet mandated requirements for environmental assessments as required by the Canadian Environmental Assessment Act, and consistent permitting, monitoring and enforcement of in-water and shoreline construction activities with limited staff and resources.
- The availability of, and access to, environmental data in support of sound decision making, long term planning, and the review of developmental impacts on Canal aquatic and riparian habitats.
- The need to identify and document environmentally sensitive features such as critical habitats and populations of floral and faunal species at risk for biodiversity conservation purposes in the Canal corridor.
- The impact of invasive species on overall ecosystem health and especially aquatic biodiversity.
- The public confusion over the roles of government agencies and municipalities, and public perception that they are not co-operating or co-ordinating their activities and planning.
- The long term cumulative impact of shore-land development, erosion control structures, docks, boating activities, intensive agricultural use, urban



*One of only a few sections of natural shoreline still remaining between Kars and Long Island*

*Manuel Stevens, Parks Canada*

land drainage and sewage treatment plant effluent, and exotic species on the ecological health of the Canal and its associated shore-lands.

- The need to undertake research and establish an ecological indicator and monitoring program to assess the ecological health of the Canal and to consistently address a wide range of ecosystem health issues, e.g. the impact of shore-land development on riparian habitat, water quality, protection of threatened, vulnerable or endangered species and tourism use and development.

**5.4 Strategic Goal:**

To conserve the ecological values of the Rideau Canal corridor.

**5.4.1 Key Parks Canada actions:**

- Protect natural ecosystem features such as wetlands and critical habitats under Parks Canada jurisdiction.
- Ensure that the potential environmental impacts of in-water construction, and when applicable, shore-

land development activities, on the aquatic ecosystem are assessed under the provisions of the Canadian Environmental Assessment Act, Fisheries Act and Historic Canals Regulations.

- Continue the program of monitoring of in-water and shoreline construction activities and enforce infractions under the Historic Canal Regulations, Contraventions Act and Canada Fisheries Act.
- Complete the inventory of wetlands and other significant natural features under Parks Canada jurisdiction and establish management strategies to maintain their ecological values.
- Review municipal planning policies to encourage land use and environmental management policies to protect the ecological values and water quality of the Rideau Canal corridor.



*The protection of wetlands and natural shorelands is critical to ensure a healthy ecosystem.*

*Rideau Canal Photo Collection*

- Manage submerged aquatic vegetation through harvesting in the navigation channel where it interferes with boating.
- Parks Canada will show leadership by managing its activities in an environmentally responsible manner.

#### **5.4.2 Key Actions in Co-operation with Others:**

- Continue to co-operate with other agencies and environmental interests in the establishment of a shared corridor-wide environmental data management program to fill critical information gaps, analyze and manage the data in support of sound decision-making and the protection of ecological values.
- Complete and make widely available guidelines and best management practices for in-water and shoreline construction activities.
- Work with other agencies, organizations and stakeholders to identify ecologically sensitive lands for the purpose of implementing the provisions of the Income Tax Act for ecological gifts. Parks Canada will continue to support the identification of areas along the Canal important for potential biodiversity conservation purposes, in addition to those already identified or designated, which include significant wetlands, ANSI sites, migratory bird and fish sanctuaries, islands dominated by unaltered natural landscapes, and significant stretches of undeveloped shorelands, particularly in narrow channel and lockstation areas.
- In co-operation with other agencies and organizations, establish manageable ecological indicators and implement an environmental monitoring program to assess the environmental health of the corridor over time. These indicators will measure environmental change and monitor the cumulative impact of human activities on the environmental health of the corridor.
- Prepare and implement a conservation strategy for species at risk.

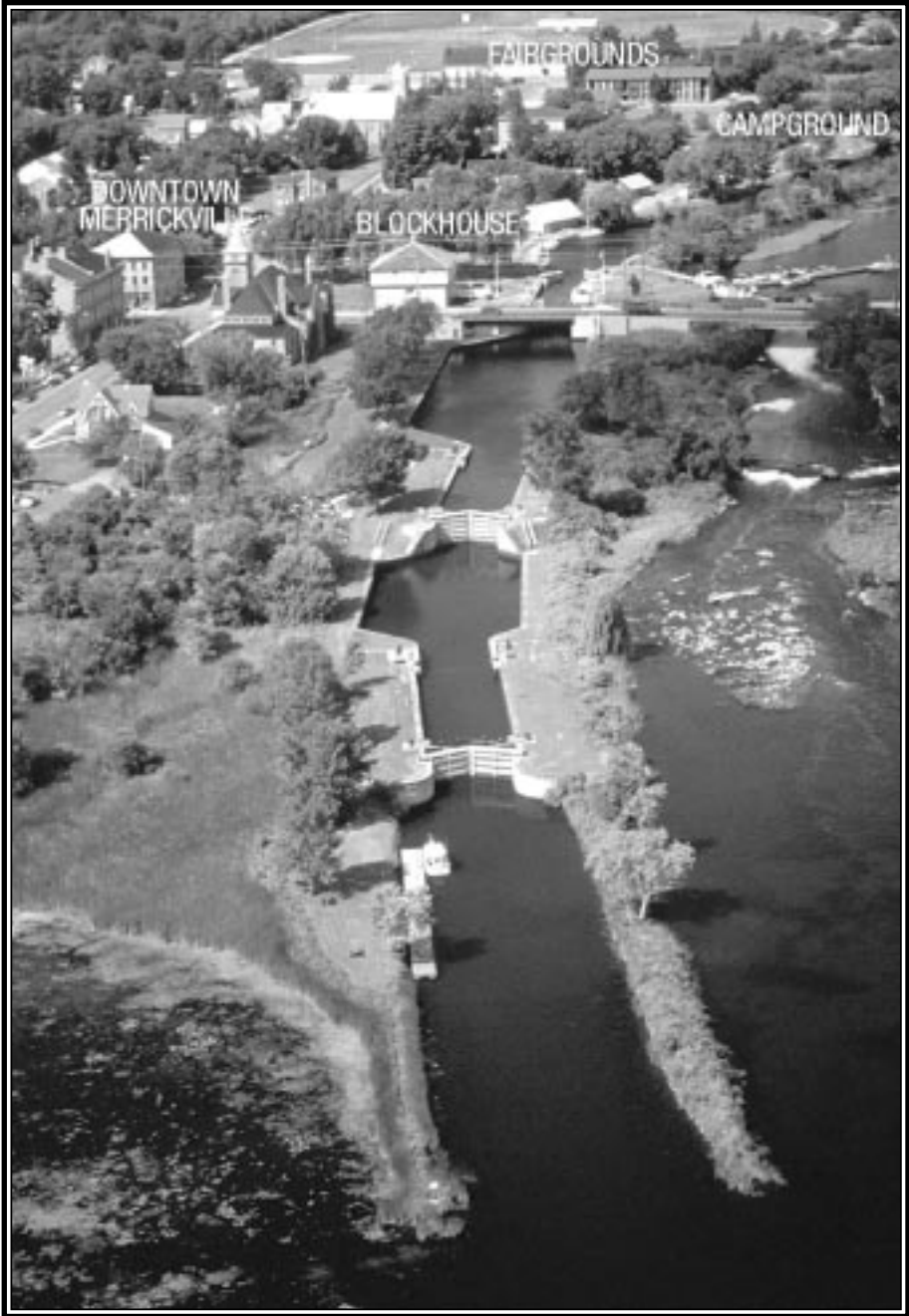


*Osprey Nest at Upper Nicholson's Lock*

*Rideau Canal Photo Collection*

*The presence of species such as osprey are excellent indicators of ecosystem health.*

- Continue to work with the Department of Fisheries and Oceans and the Ministry of Natural Resources to protect fish habitat and enforce regulations to ensure the continuation of sustainable fish populations.
- Co-operate with other agencies and environmental interests to monitor the spread and impact of invasive species.
- Support, encourage, and where appropriate, participate in community based and inter-agency environmental research, inventory, protection and monitoring projects such as watershed planning initiatives and private land stewardship.
- Raise public awareness of ecosystem values and the role of all stakeholders as stewards of the environment.



MERRICKVILLE LOCKSTATION

## 6.0 WATERFRONT LAND USE AND DEVELOPMENT

### 6.1 Overview:

This section deals with Parks Canada's involvement in the development of municipal shore-land policies, and review of land use and development activities along the Canal. Since the 1950's many sections of shore-land have evolved from natural and agricultural to intensive cottage and suburban development. The net effect of waterfront development has been a dramatic change in the character of the cultural and natural environment and its scenic beauty, and a reduction in the quality and diversity of the riparian ecosystem.



*The contrast between natural and modified waterfront lands is clearly evident.*

*John Simser*

Parks Canada's primary interest in land uses adjacent to the Canal and Canal lands (the designated place) is the retention and enhancement of the natural, cultural and scenic values (heritage character) of the Canal waterfront lands. Therefore, the potential impact of the construction of in-water and shoreline works, buildings and associated boating activities on the cultural and natural environment of the Canal and public safety of Canal users is of primary concern.

Parks Canada encourages municipalities and other agencies to contribute to the protection of the heritage character of the Canal through supportive municipal planning policies. Parks Canada has the legal mandate under the Ontario Planning Act as both a reviewing agency and adjacent landowner to provide input into the development of all municipal plans and planning decisions and subsequent private land-use development activities.

### 6.2. Waterfront Land Use and Development Challenges:

- Given the number of planning and development applications and limited staff and resources, Parks Canada has a limited capability to participate in the review and comment on municipal plans and selected waterfront land development activities. As well, resource constraints do not allow for full follow-up or monitoring of development to ensure that comments and agreements have been addressed and applied.
- Some municipal official plans do not yet fully recognize and protect the Canal's heritage values as there are no common waterfront land management objectives among Canal corridor municipalities.
- Municipalities and landowners need to be made aware of Parks Canada's interests in waterfront development and its role in the review of municipal planning policies, official plan and zoning bylaw amendments and shore-land development proposals.
- There are insufficient resources to educate or consult with landowners, developers and municipalities on their role in protecting the heritage values of the Canal and the use of the design guidelines for waterfront development.

- While there is general acceptance of the need to protect natural values, there is less understanding of the scenic and cultural values of the Canal and the need to protect them as well.



*Entrance to Morton Bay, South of Jones Falls Lockstation*

*Manuel Stevens, Parks Canada*

*New development should be carefully planned to protect the scenic qualities of areas like Morton Bay.*

- There is a need to identify waterfront lands of historic, scenic and natural value and to protect them through municipal official plan designation and private land stewardship.

### **6.3 Strategic Goals:**

To encourage respect for the natural, cultural and scenic values of the Canal's waterfront lands.

To encourage Canal corridor municipalities to adopt planning policies which protect the heritage character of the waterfront and safe and enjoyable use of the Canal.

#### **6.3.1 Key Actions by Parks Canada:**

- In its review of land use policies, applications for waterfront development and consultations with development proponents, Parks Canada will be guided by the Policies for In-water and Shoreline Works, the Waterfront Planning and Design Guidelines, the Commemorative Integrity Statement, the Historic Canals Regulations, the

Canada Fisheries Act, the Canadian Environmental Assessment Act, the Ontario Planning Act, and federal and provincial wetlands policies.

- Parks Canada will promote the guiding principles in section 3.2 of this plan among landowners, municipalities, developers and other stakeholders as a means of encouraging sustainable development and use.
- Parks Canada will actively participate in the municipal planning process to encourage municipalities to adopt policies and make land use decisions which embody the above principles and protect the heritage character and recreational uses of the Canal.
- Where municipal planning policies and waterfront development proposals have a potential detrimental impact on the aquatic ecosystem, navigation and Canal lands, and the heritage character of the Canal setting, Parks Canada will use the appeal process in the Ontario Planning Act to protect its interests if other means of influencing the decisions are not successful.

#### **6.3.2 Direction for Parks Canada Involvement in Waterfront Planning and Development:**

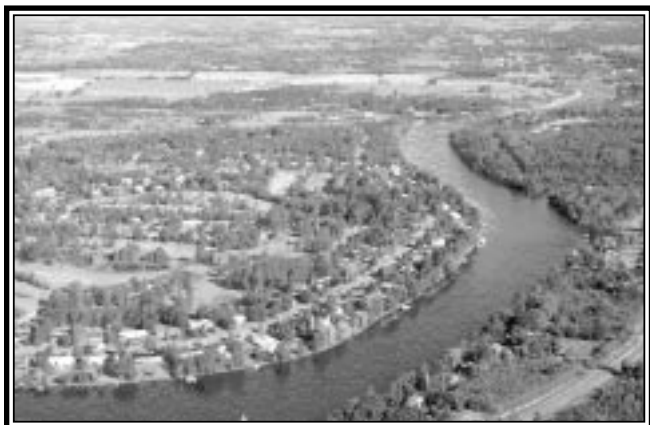
- The Rideau Canal Management Plan will serve as the statement of management direction for Parks Canada with regard to its involvement in the development of municipal land use policies and waterfront land use and development matters.
- Parks Canada will encourage municipalities to adopt common policies in their official plans to protect the cultural, scenic and natural heritage values of the Canal corridor.
- Parks Canada will encourage municipalities to develop municipal official plans that:
- Recognize the national historic significance of the Rideau Canal, its natural and recreational value, its tourism contribution, and its status as a Canadian



Heritage River and that make a commitment to preserve the values of the Canal through appropriate official plan policies and zoning bylaws.

- Encourage back shore development to protect open space and the natural appearance of the shore-land through appropriate policies.
- Recognize Parks Canada’s jurisdiction over all activities on and over the bed of the Canal, especially the construction of in-water and shoreline works.
- Contain policies for the establishment of marinas, and the need to address potential environmental, boating capacity and aesthetic impacts.
- Contain policies to ensure that the development of the waterfront for residential use will not impact adversely on water quality, boating safety, boating capacity, and the natural and scenic character of the Canal shore-land.

- Contain land subdivision policies which protect shore-land vegetation, fish and wildlife habitats, wetlands and other environmentally sensitive sites.
- Contain policies to protect historic buildings, cultural landscapes and archaeological sites along the Canal.
- Contain development control policies as provided for by the Planning Act to address the environmental impact of shore-land development.
- Parks Canada will review subdivision and severance applications and requests for minor variances to determine their potential impact on the Canal’s historic and natural features, scenic value and boating activities.
- Parks Canada will allow in-water and shoreline works intended for private use where there are no boating conflicts, where there is sufficient capacity to accommodate additional boating activities, and where environmental impact is negligible or can be



*Rideau Canal between Manotick and Kars*

*Simon Lunn*

*Intensive shoreline development as occurred during the past 30 years should not occur in the future.*



*Boathouse, Newboro Lake - Jim Reynolds*

*This modest boathouse is an excellent example of an in-water and shoreline work which has negligible impact on the aquatic environment and scenic character of the canal.*

- Protect the historic, recreational and scenic character of lockstations and their environs.

mitigated. The potential impact on the scenic character of the Canal will also be considered.

- Parks Canada will seek to ensure that any new transmission line, pipeline and bridge crossings are located, designed and constructed to have the least impact on the natural, historic and scenic values of the Canal. Proponents must show a clear requirement for such a crossing.

- Parks Canada will work with municipalities and stakeholders to encourage shore-land property owners to follow the environmental design guidelines in publications such as “On the Living Edge”, and other publications dealing with environmentally sensitive development.

**6.3.3 Key Actions in Co-operation with Others:**

- Parks Canada will co-operate with others to identify waterfront lands of outstanding natural, historic and scenic value and encourage their protection through private land stewardship, the Rideau Waterway Land Trust and appropriate municipal designation in official plans.
- Through the Rideau Waterfront Development Review Team, and other review mechanisms, Parks Canada will provide advice for development along the Canal corridor which respects the guiding principles in this plan.
- Parks Canada will support the establishment of a network of municipal planners and government agencies as a forum to discuss issues and exchange information on Canal corridor municipal planning matters.



*New waterfront development near Merrickville with minimal impact on the environment.*

*John Simser*



*New waterfront development near Merrickville - Manuel Stevens, Parks Canada*

*Some property owners are protecting the natural and scenic character of the canal through environmentally sensitive development.*



## EDMONDS LOCKSTATION

*This photo illustrates how the overflow dam creates a slackwater pool upstream.*

*Simon Lunn*

## 7.0 HERITAGE PRESENTATION

### 7.1 The Importance of Presenting the Rideau Canal Story

Heritage presentation refers to interpretation, communications and outreach education programming that provides opportunities for enjoyment and active learning. The purpose of heritage presentation is to provide visitors with opportunities to appreciate and understand the Rideau Canal, first as a national historic site, and as part of the Rideau Waterway, a Canadian Heritage River. Opportunities also exist to learn about its history and its cultural and ecosystem values and to engage and motivate Canadians to participate in the preservation of this heritage.

Presentation of the reasons why the Rideau Canal is a national historic site is fundamental to ensuring commemorative integrity and is thus a program requirement as identified in the Historic Canals Policy and Cultural Resource Management Policy. The Commemorative Integrity Statement identifies the messages of national significance and other heritage messages, see Appendix A, Commemorative Integrity Statement, section 8 and section 12.

#### 7.2 Current Heritage Presentation Activities:

- Heritage presentation programs at Ottawa Locks, Merrickville, Jones Falls and Kingston Mills based on the heritage resources and stories at these sites, consisting of displays and personal services interpretation.
- Parks Canada co-operates with and supports the Rideau Canal Museum in Smiths Falls, which presents the construction, operation and use of the Canal.
- Interpretive panels at most lockstations present a combination of nationally significant and other heritage messages.



*Sweeney House at Jones Falls - Rideau Canal Photo Collection*

*Costumed staff at the Sweeney House present to visitors the story of the life of a lockmaster in the 1840's.*

- A variety of brochures and other interpretive media and presentation of heritage messages by staff.
- Presentation of heritage messages by museums in Canal buildings (Bytown Museum, Chaffey's Museum, Rideau Canal Museum, Merrickville Blockhouse), and by other museums along the Canal.

#### 7.3 Heritage Presentation Challenges:

- The State of Protected Heritage Areas 1999 Report has rated the communications program as fair. This indicates a need to improve the heritage presentation program.
- Greater opportunities exist to work with partners such as the Friends of the Rideau and the Rideau Canal Museum in the delivery of Canal messages.
- The full potential of the community museums on Canal lands and those along the corridor as partners in heritage presentation has not been realized.
- There is a need for an evaluation system in place to determine the effectiveness of the heritage presentation program.

- Outreach and educational programming have high potential for growth.

#### **7.4 Rideau Canal Heritage Presentation Audiences and Their Needs:**

##### Heritage Users

The visitors and residents who take an active interest in the heritage of the corridor seek opportunities to enrich their knowledge and understanding through special programming and avenues to pursue their own research about the Canal.

##### Corridor Residents/Stakeholders

Corridor residents/stakeholders have expectations similar to those of other Canal visitors, with the added interest in the Rideau Canal as a heritage presentation leader in the corridor. An ongoing program of communicating Parks Canada's messages is required to encourage resident and stakeholder support for efforts to achieve commemorative integrity.

##### Students and Educators

The education community seeks a wide range of heritage presentation products, from lockstation tours to outreach programs to website information, with a preference for products that meet the following requirements:

- material linked to the current school curriculum and tailored to specific age groups
- low-cost,
- convenience in locating information about and preparing for the Heritage Presentation experience,
- opportunities to expand learning (e.g. materials available for research projects).

##### Tour Groups

Tour expectations may vary, depending on the age and interests of the group, but all share some basic expectations:

- established tour programs,
- flexibility in program length, scheduling, etc.,

- facilities (washrooms, parking) to accommodate groups,

Educational group tours make up a large part of this audience, and some of their specific educational needs are listed above.

One emerging audience that is particularly receptive to Parks Canada messages is the Learning Travel market. Requirements of this group include:

- enriched programming,
- services associated with the special needs of seniors.

##### Off-Site Audiences

Outreach to urban populations and others who may not have an opportunity to tour the Rideau Canal in person may be accomplished through:

- website content,
- Parks Canada's Engaging Canadians Strategy.

##### Recreation-Focused Visitors

This group includes boaters, picnickers, skaters and other users who are drawn by the Canal's recreational appeal rather than its historical significance. These visitors have few specific expectations with regard to heritage presentation, though there is great potential to build on their appreciation of the Canal's heritage values through:

- interpretive signage,
- presentation of heritage messages by informed lock staff,
- heritage presentation programming.

#### **7.5 Strategic Goal:**

To provide opportunities to understand and appreciate the cultural and ecological values of the Rideau Canal National Historic Site and Canadian Heritage River within the national context of protected heritage areas.

**7.5.1 Key actions by Parks Canada:**

- Present a basic heritage message at all lockstations about the national historic significance of the Rideau Canal.



*Orientation Kiosk at Beveridges Lockstation  
Rideau Canal Photo Collection*

*Most lockstations have these facilities which provide basic visitor and interpretive information.*

- Present national messages related to the system of National Historic Sites at key strategic locations.



*The Spirits Rising Program brings the history of the Canal alive.*

*Canal Interpretive Staff - Steve Weir*

- Continue to present the Rideau Canal story in greater detail at the five major interpretive nodes (Kingston Mills, Jones Falls, Smiths Falls, Merrickville and Ottawa Locks). Where required, modifications to the existing presentation programming will be made to more fully convey the heritage messages as identified in the Commemorative Integrity Statement.
- Present site specific resources and messages at the remaining lockstations based on the messages identified in the Commemorative Integrity Statement.
- Present messages related to the national significance of the Rideau Canal and Parks Canada national messages through outreach and education programs including internet websites, learning travel, school programs, etc.
- Parks Canada will monitor audience satisfaction and the level of retention of messages in order to determine overall program effectiveness.

**7.5.2 Key Actions in Co-operation with Others:**

- In collaboration with the tourism industry, heritage attractions, educators and community partners, promote the Rideau Canal corridor as a premier cultural heritage learning experience and destination.
- Support community museums on Canal lands and elsewhere in the Canal corridor in the presentation of the key messages related to the national significance of the Canal.
- Work with the Rideau Canal Museum in Smiths Falls as the primary focus for presentation of the Canal.



*Photo Collage of the Rideau Canal Museum - Rideau Canal Photo Collection*

*The Rideau Canal Museum in Smiths Falls presents the story of the Rideau Canal through displays, artifacts and models.*

- Co-operate with other heritage interests to communicate the cultural and ecological values of the Canal corridor to encourage public involvement and private stewardship.
- Develop an outreach program for young Canadians focused on messages of national significance.
- Establish an ongoing program of evaluating the effectiveness of the program and making changes to ensure optimum delivery of key messages.
- Co-operate with the National Capital Commission and other partners to enhance the interpretation of the Canal within the National Capital Region.



POONAMALIE LOCKSTATION



## **8.0 VISITOR SERVICES AND FACILITIES**

Parks Canada provides a range of facilities and services so that visitors will be able to enjoy the Rideau Canal safely while protecting its cultural and natural values. As directed by the Historic Canals Policy, Parks Canada has a mandate to provide facilities and services for through-navigation and public use of lockstations.

It is recognized that effective provision of facilities and services for public use requires a co-ordinated effort by government and the private sector so that the needed services are provided in the most effective and efficient manner. The provision of facilities and services in the Canal corridor need to be thought of in terms of what visitors need, and then who is best suited to provide it.

### **8.1 Current activity:**

- Provision of navigation facilities, services and information for safe and enjoyable through-navigation.



*Setting navigation aids in the Canal near Manotick  
Rideau Canal Photo Collection*

*The maintenance of the navigation channel is essential for a safe and enjoyable boating experience.*

- Provision of facilities, services and information at lockstations for land-based visitors and boaters.
- Public safety information, services, and facilities.
- Access for the disabled at lockstations where appropriate and where it can be undertaken without compromising the integrity of cultural resources.

### **8.2 Visitor Services Challenges**

- There is a need to define the respective roles of Parks Canada, municipalities and the private sector in the provision of visitor facilities and services.
- Establishing quality standards for the tourism industry in the corridor to ensure that services and facilities are provided and maintained at a consistent standard.

### **8.3 Strategic Goal:**

To work with others to provide a wide range of appropriate recreational opportunities, facilities and services that enable visitors to enjoy the Canal.



*Lock Staff at Burritt's Rapids - Steve Wier*

*Lock Staff are Parks Canada's ambassadors to the public.*

**8.3.1 Key Actions by Parks Canada:**

- Parks Canada will define and provide a basic level of facilities and services at lockstations which includes day-use facilities, docks, washrooms, and camping, and navigation aids along the Canal to meet the needs of Canal visitors.
- Review and update orientation publications and other media to ensure that they provide information on visitor facilities and service provided by Parks Canada, as well as fees and safety measures.
- Parks Canada will produce a public safety plan.
- Provide access for the mobility impaired to Canal facilities where it can be achieved without compromising the commemorative integrity of Canal heritage buildings. Where the mobility impaired cannot be provided with access, attempts will be made to provide alternative interpretation through the use of videos, exhibits, website and other appropriate media.
- Parks Canada will monitor client satisfaction to determine how well services and facilities are being provided and to identify changing needs.
- Parks Canada will consider new services such as electrical power at lockstations on a full cost-recovery basis. Fees for such facilities will be set to reflect market pricing.
- Performance standards will be established to measure how well facilities and services are being provided.

**8.3.2 Key Actions in Co-operation with Others:**

- Market research to determine visitor needs and expectations will be undertaken in co-operation with various stakeholders, determined by specific research requirements, objectives and resources available.
- In co-operation with tourism stakeholders, manage recreation facilities and activities in a way that promotes enjoyment, appreciation and

understanding of the Canal, minimizes environmental impact, and reduces conflicts between user groups.

- Encourage municipalities, conservation authorities and others to provide sufficient public access to the Canal.
- The private sector will be encouraged to invest in appropriate new or enhanced facilities and services. If no private sector operator is willing, Parks Canada may provide the service or facility at full cost-recovery. In either case, new or enhanced services and facilities will not compromise the commemorative integrity or heritage character of the Canal and will be environmentally sustainable and cost-effective.



BIG RIDEAU LAKE

## **9.0 HERITAGE TOURISM AND RECREATION**

The Rideau Canal corridor has been a popular recreation destination since the 1870's. Today, tourism is the single most important economic activity in the Canal corridor. Land-based visitors to the lockstations is estimated at over one million per year while another 1.4 million people use the Canal in Ottawa during the winter. The Economic Impact Study of the Rideau Canal National Historic Site revealed that the Rideau Canal itself contributes over \$24 million to national GDP and sustains over 600 full-time jobs.

The Historic Canals Policy states that historic canals should contribute to regional tourism and that Parks Canada should participate in community and inter-agency tourism initiatives. To that end the Rideau Canal participates in the marketing of the Rideau Canal corridor as a cultural heritage and recreational tourism destination.

While tourism is generally a positive benefit, increased use has resulted in conflicts especially among boaters and between boaters and shore-land residents. Negative impact on the aquatic environment are also of concern. The Historic Canals Policy recognizes the need to ensure that uses and activities respect the heritage character of the Canal's cultural and natural resources, are compatible with public safety and contribute to the public's appreciation and enjoyment of the Canal.

### **9.1 Current Tourism Marketing Program:**

- Involvement in a wide variety of tourism promotion programs with other tourism interests.
- Marketing activities are evaluated to ensure that they are effective in reaching out to target markets.
- Promotion of the Rideau Heritage Route with other partners in the Ontario East Tourism Association.

### **9.2 Tourism and Recreation Challenges**

- The management of boating activities on the Canal to provide for public safety, and minimize user conflicts and impact on cultural and ecosystem values of the Canal.
- There is no one single agency that has traditionally provided leadership in addressing boating safety, operation and impact issues.
- High speed boating, wake, unsafe operation of vessels, noise and congestion in certain areas of the Canal has degraded the enjoyment of the Canal for boaters and waterfront residents.
- The ability of the Rideau Canal corridor to compete against other comparable tourism regions.
- Tourism associations and partners generally focus on their own local area.
- Comprehensive tourism information on the Canal corridor in one package is not available.
- Promotion efforts have focused on increasing overall boating and land base use rather than on specific target markets.
- Promotion efforts to increase boating activities in the peak season could result in user conflicts, damage to the environment, and a reduced quality of the visitor experience.
- Possible conflicts between new markets (e.g. canoeists), with traditional users (boaters).

### **9.3 Trends affecting tourism:**

- Projected substantial increase in population of the Ottawa area could increase use pressure on the Rideau Canal.
- Increased boat numbers and larger boats on the Canal are increasing demands for services and the potential for conflicts.
- Increased interest in cultural tourism, learning travel, and educational experiences.

**9.4 Strategic Goals:**

To promote the Rideau Canal corridor as an authentic, high quality, cultural heritage, and recreational experience while respecting its cultural and ecosystem values.

To manage boating activities to promote safe, enjoyable use of the Canal and to reduce conflicts and environmental impact.

**9.4.1 Key actions by Parks Canada:**

- Parks Canada will focus its tourism marketing efforts on sustainable activities which enhance the visitors understanding, appreciation and enjoyment of the Canal’s cultural, natural and scenic values.
- Parks Canada will take a leadership role in the tourism marketing of the Rideau Canal Heritage Route, and in corridor-wide marketing initiatives.
- Ensure that marketing efforts are properly targeted.

- Monitor the effectiveness of the marketing program and make adjustments when required.
- Parks Canada will lead by example by providing high quality facilities and services on Canal lands for sustainable activities.

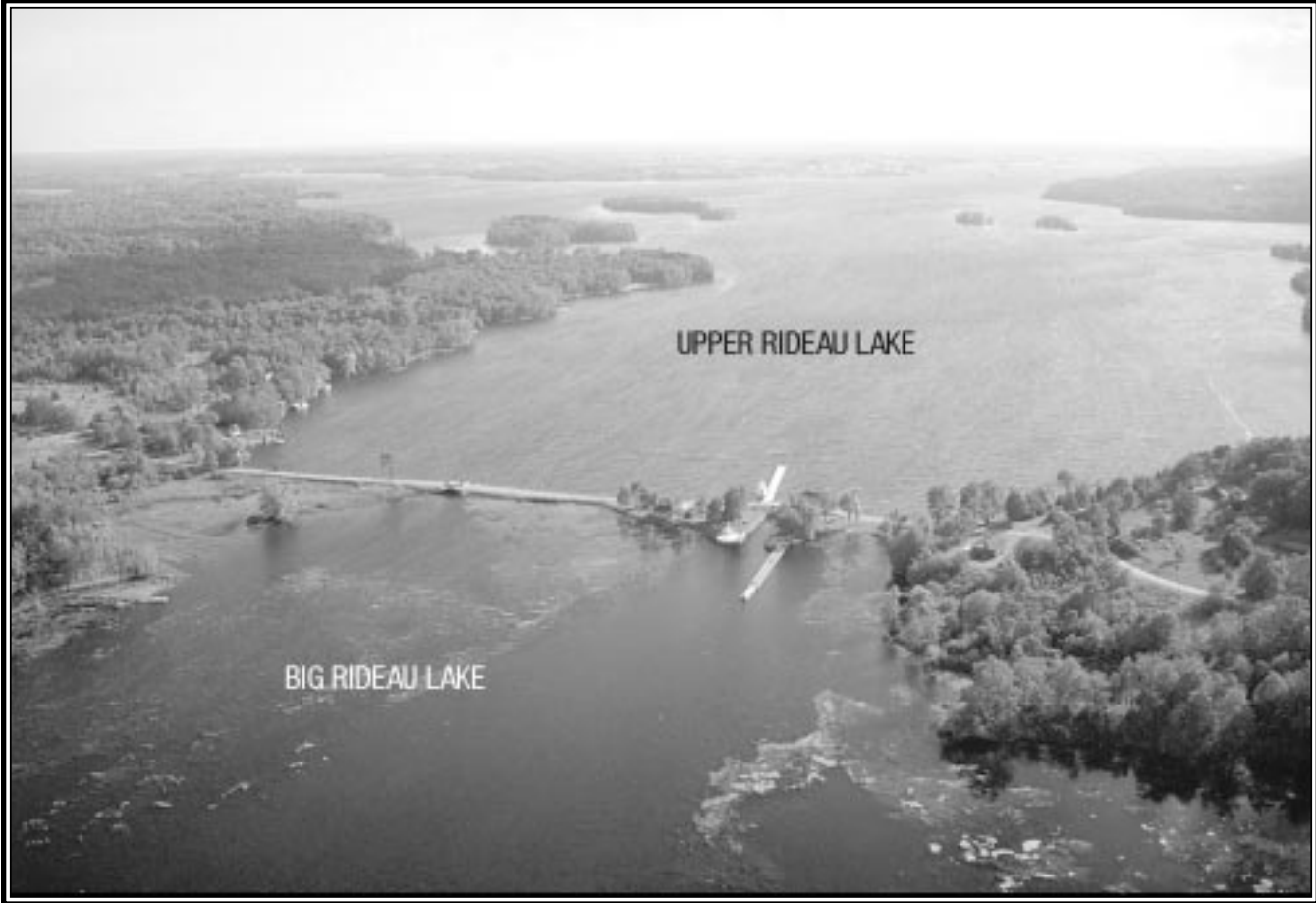
**9.4.2 Key actions in co-operation with others:**

- Parks Canada will take a leadership role in co-operation with other law enforcement agencies and boating interests to identify and address boating safety, conflicts and environmental impact concerns.
- In co-operation with the tourism industry, develop and market new packages, programs and services based on the cultural and ecosystem values of the Canal corridor.
- Participate in the marketing of the Rideau Heritage Route.



*Blacksmithing Demonstration on the Rideau Canal Skateway.*

*Steve Weir*



NARROWS LOCKSTATION

## 10.0 ADMINISTRATION AND OPERATIONS

### 10.1 Overview

The Rideau Canal Headquarters Office, located at the centre of the Canal in Smiths Falls, is responsible for the overall administration of the Canal providing a range of specialized functions to deal with the complex demands of operating a historic canal. Three sector offices, in Elgin, Smiths Falls and Manotick are responsible for the operation and maintenance of the Canal and supervise the lockstations, which are the primary points of public contact and the delivery of services. Lockmasters and their staff are responsible for operating the locks, maintaining the grounds and programs for visitors.



*Woods Mill, Smiths Falls - Rideau Canal Photo Collection*

*The largest surviving milling complex on the Rideau Canal and the site of the Rideau Canal Museum and the Canal headquarters.*

This section of the plan provides direction for the administration of Canal lands, and the provision of facilities for administration and operations. Canal lands consist of the bed of the Canal and all lands owned by Parks Canada consisting of lockstations, islands, dams, embankments, dikes and other lands required for the operation of the Canal.

### 10.2 Administration and Operations Challenges

- Resolving the unauthorized occupation of Crown lands by adjacent shore-land property owners in a fair and equitable manner.
- Regulating the use of the bed of the Canal for commercial and private activities e.g. marinas and private docks.
- The establishment of new agreements for the use of surplus water for hydro-electric generation consistent with the Historic Canals Policy.
- Enforcement of regulations regarding unauthorized encroachment on the Canal.
- Ensuring that Parks Canada conducts its operations in an environmentally sustainable manner.

### 10.3 Strategic Goals:

To manage the private use of Canal lands and the bed of the Canal in a manner that protects the cultural, natural and scenic values of the Canal, ensures appropriate public use and respects the interests of the occupant.

To ensure that all aspects of Parks Canada's activities, facilities and services are guided by the principles of cultural resource management, environmental stewardship and sustainability.

#### 10.3.1 Key actions by Parks Canada:

The management of Canal lands will be guided by the following criteria:

- The private use of Canal lands will be consistent with the protection of the heritage character of the Canal.
- Commercial use facilities must not compromise the commemorative integrity of lockstations, and must serve the needs of Canal users.
- Public safety and use of the Canal cannot be compromised.
- A fair return to the Crown where appropriate.



*Landscaping at Old Slys Lockstation  
Rideau Canal Photo Collection*

*Lockstations are highly valued by Canal corridor communities  
as public parks.*

- All maintenance and operations activities will be carried out in an environmentally sound manner.
  - All construction projects, new services, facilities and activities on Parks Canada administered land over which Parks Canada has jurisdiction, or to which Parks Canada contributes funds, will be subject to an environmental assessment where required under the Canadian Environmental Assessment Act.
  - The Historic Canal Regulations will be enforced.
  - Messages about environmental stewardship will be incorporated into the Canal's communications and training programs.
- 
- Respect for existing legitimate private uses of Canal land.
  - The acquisition and disposal of property will be governed by the need to ensure the commemorative integrity of the Canal, ecosystem health, public safety and use, and operational needs.
  - Canal lands occupied by adjacent shore-land property owners which do not have cultural, ecological or scenic value and are not required for operational purposes may be sold.
  - Parks Canada will inform landowners of the extent of Crown ownership along the Canal and the regulations governing the protection and use of Crown lands.
  - Regulations regarding unauthorized encroachments on, and use of, the bed of the Canal and Canal lands will be enforced.
  - Any new agreements for the use of surplus water for hydro-electric generation will be established in accordance with the provisions of the Historic Canal Policy.





DAVIS LOCKSTATION

## **11.0 WATER MANAGEMENT**

### **11.1 Overview of Present Water Management Procedures.**

The Rideau Canal manages water flows in much of the Cataraqui and Rideau watersheds, either directly or through agreements with other organizations. Parks Canada strives to maintain adequate water levels in the navigation channel for safe navigation of the system. In addition, hydro-electric power is generated at several sites, a number of communities and agricultural operations draw water from the Canal, and recreational uses and the natural environment both rely on a stable water management regime.

Generally, the dams on the majority of the lakes within the Canal are operated in a similar pattern annually. Each lake is drawn down by late fall to its winter holding level, and remains at that level until February. Those lakes that support lake trout populations reach their lowest levels by October 15th, which coincides with their annual spawning cycle. Based on the amount of snow in the watershed in March, each lake may be adjusted based on the forecasted amount of runoff and any resulting drawdown is limited by the minimum lake level reached the preceding fall. This constraint is intended to improve lake trout spawning



*Poonamalie Dam - Kerry McGonigal*

*The Poonamalie Dam is a modern hydraulic structure which controls the level of Lower and Big Rideau Lakes.*

success, such as those in Bobs, Crow and Big Rideau Lakes.

Springtime operations are aimed at filling each lake and preventing any local flooding or excessively high outflows which can cause ice jamming and flooding. The lakes are held at near their “full level” for as long as possible while satisfying downstream flow requirements, however, coupled with evaporative losses this results in a gradual drawdown throughout the summer months.

During the navigation season, a flow sufficient to maintain a minimum 1.6 m. (5 ft) depth throughout the Canal is drawn from the reservoir lakes. The majority of this flow is necessary to compensate for evaporation and transpiration losses, which can exceed any runoff from rainfall during the summer. (e.g. Big Rideau Lake loses 1-2 cm. daily). For this reason there is often a substantial drawdown from these lakes by late summer.

The Rideau Canal operates its water management procedures to reduce the impact on recreation and the natural environment. For example, flow restrictions at certain locations in the spring protect the annual pickerel spawning and adjusting the flows from certain reservoir lakes, where possible, assists in preserving water for recreation and wildlife in these lakes.

Water management is essentially the balancing of competing needs. With a limited amount of water available, lakes must be filled during the spring runoff, while at the same time minimizing any threat of flooding. Ensuring there is enough water for navigation throughout the season while still maintaining recreational and fishery needs is a difficult task compounded by the vagaries of weather.

### 11.2 Water Management Challenges

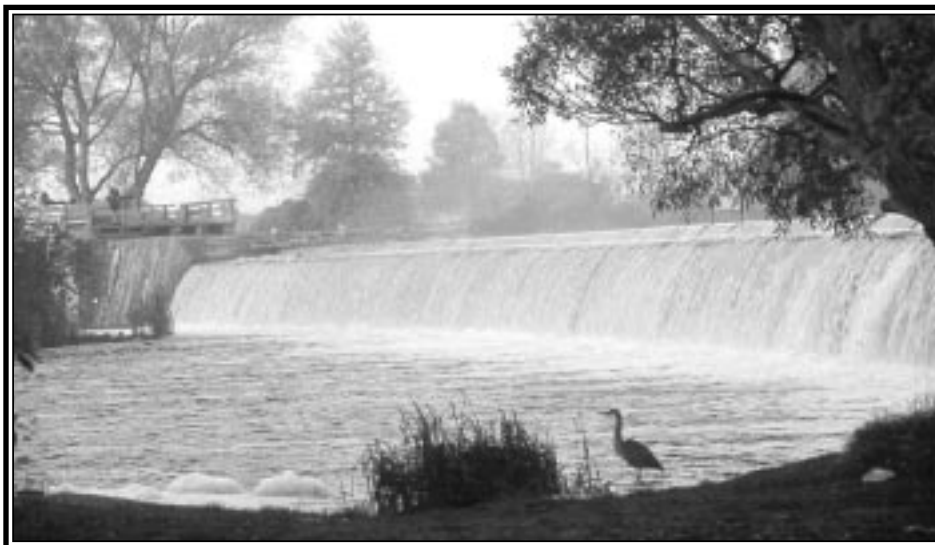
The following major concerns have been identified in the Rideau Canal Water Management Study (1994), and through discussions with stakeholders.

- The impact of water management procedures on the aquatic ecosystem.
- High water in the Rideau Lakes in the spring.
- The effects of the operation of hydro-electric generating facilities on water levels.
- The effects of drawdowns on the reservoir lakes on recreational use and the aquatic ecosystem.

### 11.3 Water Management Policies

- Parks Canada is required by the provisions of the Historic Canals Policy to provide adequate water depths for navigation within the navigation channel as shown on the hydrographic charts of the Canal.

- Flooding will be abated through management of the water control system while recognizing that the ability to reduce flooding is influenced by the weather, the nature of the system and the design of the water control structures.
- Water management procedures are carried out in a manner to have the least possible impact on the aquatic environment and recreational use of the Canal.
- The impact of drawdown of the reservoir lakes on recreational activities and the aquatic environment will be minimized through a more precise control of water flows where practical.
- The operation of hydro-electric generation facilities will be in accordance with the Historic Canals Policy.



*Edmonds Dam - Rideau Canal Photo Collection*

*The Edmonds Dam is a typical overflow weir designed to maintain adequate water levels for navigation.*



JONES FALLS LOCKSTATION

## **12.0 ONGOING PARTNERSHIP AND PUBLIC INVOLVEMENT**

The Rideau Canal is part of the every day life of many people along the Canal. The management of water levels, hours of operation, the use of lockstations and the management of Canal lands and the bed of the Canal directly affects most Canal corridor residents and many visitors. As well, since the Canal is a national historic site, its management is of interest to all Canadians. To deal with these and many others issues, the Canal is involved with the public, individually and collectively.

Public stakeholder groups have had a long history of involvement related to the management of the Rideau Canal. There are a wide variety of organizations with an interest in the future of the Canal. Heritage groups, lake associations, fish and game clubs and tourism interests all contribute to the quality of the Rideau environment and its public use opportunities. These groups and the general public have an expectation of ongoing consultation for many aspects of Canal management, as well as production and implementation of this plan. The attainment of the vision for the Rideau Canal will depend to a large extent on how Parks Canada can involve most stakeholder groups in the implementation of the actions in this plan on an ongoing basis.

### **12.1 Strategic Goal:**

To involve the public in the development and implementation of the management plan and consult with appropriate interests before making important decisions about the operation of the Canal.

#### **12.1 Key actions by Parks Canada:**

- The Rideau Canal Advisory Committee will continue to function as a primary means of consultation in the management of the Canal. The Committee embodies diverse interests and experience with a stake in the future of the Canal.

The Committee will be consulted on all major decisions in the management of the Canal.

- Establish a communications strategy to transmit important information and involve the public in policy, facility and activity planning where their participation would be appropriate.
- Support the Rideau Canal Advisory Committee in convening a periodic symposium on the challenges facing the Rideau Canal.
- Nurture the establishment of networks of similar interests within the Canal corridor and support their objectives.



*Rideau Canal Symposium - Steve Weir*

*The annual Rideau Canal symposium is a popular event to discuss the challenges facing the Canal.*

- Continue to support the objectives of the Friends of the Rideau and the Rideau Waterway Land Trust Foundation.
- Prepare an annual assessment of the progress of implementing the plan and inform the public.
- Prepare a State of the Canal report every five years prior to the management plan review.
- Undertake a formal review of the management plan on a five year cycle.



BRASS POINT BRIDGE

### **13.0 SUMMARY OF THE ENVIRONMENTAL ASSESSMENT**

The Management Plan for the Rideau Canal National Historic Site presents a vision of how Parks Canada and the community view the future of the Canal and the actions required to fulfil that vision. The Environmental Assessment (EA) document was prepared at the draft stage of the plan to identify any adverse environmental impact of existing and proposed facilities or activities in the plan. In addition, the EA's purpose is to assess the plan's adherence to Parks Canada's environmental policies and those of the government in general.

The plan proposes a wide variety of progressive concepts and management initiatives, all of which are aimed at protecting the resources represented by the Canal. Many of the existing activities/operations/uses at the Canal are the source of historical and current impact on the key components of the cultural, natural or socio-economic environments, most of which originate from users of the waterway or by cooperative partners. Given the vast number and variety of users of the Canal corridor, ensuring that the integrity of the Canal from all perspectives (natural, cultural and socio-economic) is, by far, a huge challenge. However, the manner in which this challenge can be met is through recognition of the positive impact of the proposed activities and concepts in the new plan. Many of these positive aspects are statements regarding the management and protection of the resources, forward-moving initiatives to enhance the management and protection strategies already in place and methods by which to draw more visitors to the Canal and thereby generate revenue. In many cases, the plan allows for mechanisms to deal with these issues through management strategies, rather than specific physical works or projects.

Monitoring will be critical to ensure that mitigation strategies are appropriate and effective. Establishment

of an effective feedback mechanism is important to ensure that the monitoring is communicated to those who can promote implementation. There should be ongoing involvement of Parks Canada in any development proposals set forth within Canal boundaries and, whenever possible, on adjacent lands. Collectively, the strategies set forth in the management plan are there to ensure that resources of the site, not currently under threat, remain as such and that those currently under threat become protected.

The plan initiatives contribute to the commemorative integrity of the Canal and clearly demonstrate adherence to Parks Canada's cultural resource management goals and objectives. In so doing, they should enable the Rideau Canal National Historic Site to achieve its vision.



KINGSTON MILLS LOCKSTATION



## **14.0 PLAN IMPLEMENTATION**

Parks Canada uses its annual business planning process to identify delivery of services and improvements to its site operations. The management plan provides the strategic direction upon which a site's business plan is based. The business plan will identify the specifics of when and how the management plan strategies will be implemented. The business plan will also ensure that priorities are based on commemorative integrity, client service, and wise and efficient use of resources.

Implementation of this management plan is the responsibility of the Superintendent of the Rideau Canal National Historic Site of Canada. Government appropriations make up the majority of resources required to implement this plan but other funding mechanisms including revenue generation and partnerships will be explored. The Superintendent will report on the implementation of the plan through the bi-annual State of the Protected Heritage Areas Report and through annual business plan implementation reporting.

The following tables outline the various projects required to achieve commemorative integrity at the site, protect the environment, maintain the integrity of the navigation system and provide quality service to visitors.

Implementation priority categories are:

1. The project or activity must proceed as a high priority action with funding and staff in place or earmarked in future years. The project or activity is necessary to achieve commemorative integrity, maintain the integrity of the navigation system, protect the environment, ensure public safety and provide quality service to clients, or has a significant bearing on future projects aimed at ensuring commemorative integrity.
2. The project has an impact on commemorative integrity, ecosystem health, navigation or on quality service to clients, and should proceed subject to results of the above, should funding become available due to savings extracted from priority 1 items or with new or re-allocated funds.
3. Implementation is preferable but not essential to ensuring commemorative integrity, ecosystem health or quality service to clients. Project should be considered as opportunities and funding availability permit.

**CULTURAL RESOURCE MANAGEMENT**

*Cultural resource Management Actions by Parks Canada (4.4.1)*

Activity	Priority	Description	Timing
Ongoing monitoring and maintenance of engineering works.	1	Investment of regular operating and capital project funding on a priority basis to protect heritage fabric and ensure public safety.	Ongoing. Major capital projects identified in Business Plan. Annual update.
Ongoing monitoring and maintenance of buildings.	1	Investment of regular operating and capital project funding on a priority basis to protect heritage fabric and ensure public safety.	Ongoing. Major capital projects identified in Business Plan. Annual update.
Conserve lock station landscapes.	1	Identify cultural landscape features, protect through ongoing monitoring and maintenance and operational activities.	Ongoing. Major capital projects identified in Business Plan. Annual update.
Protect archaeological sites on Canal lands and on the bed of the Canal.	1	Update the inventory of known archaeological sites.  Ongoing management of sites and monitoring of maintenance and operational activities and potential impacts.  Interventions to mitigate any threats.	2004/2006  Ongoing  As required
Conserve objects and archaeological artifacts.	1	Update catalogue and condition reports.  Priorized mitigation of conservation issues.	2004 - 2006  Ongoing

**CULTURAL RESOURCE MANAGEMENT**

*Cultural resource Management, co-operative actions, (4.4.2)*

Activity	Priority	Description	Timing
Encourage municipal actions to conserve heritage.	2	Raise awareness of heritage values among planners, municipal councils and landowners.  Support and sponsor of Waterway Symposium.  Interventions with the development community to protect structures and landscapes.	Ongoing  Annual event  As required
Establish a network of heritage interests.	2	Hold workshops with heritage interests.  Support shared learning and conservation programs.	2004/2005  Ongoing
Protect lands adjacent to lockstations etc.	3	Participate in Municipal Official Plan processes.  Provide technical assistance to municipalities and adjacent land owners.  Review of development applications.	Ongoing  As required  As required
Assist the owner in protecting the Bascule Bridge NHSC (Smiths Falls, ON).	1	Negotiation of partnership agreement.  Participate in partnership agreement to protect and manage the bridge.	2005  Ongoing

**ECOSYSTEM MANAGEMENT**

*Key Parks Canada actions (5.4.1)*

Activity	Priority	Description	Timing
Inventory and protect natural ecosystem features on the Canal.	1	Inventory of significant wetlands.  Actions to conserve and protect ecosystem resources.  Investments in studies such as species at risk, critical resources.  Contaminated sites management.	2004/2006  Ongoing  As required  Ongoing
Monitor and ensure the environmental assessment of in-water and shoreline works.	1	Proactive assessment of Parks Canada marine works projects.  Review of landowner/lessee applications for in-water and shoreline works.	As required  Ongoing
Manage submerged aquatic vegetation.	1	Control vegetation in navigation channels.  Study and analysis of invasive species spread in cooperation with others.	Ongoing  2004/2006

*Ecosystem management, key co-operative actions (5.4.2)*

Activity	Priority	Description	Timing
Collect and Share environmental information.	2	Maintain networks with other jurisdictions, agencies and associations.  Participate in Rideau River Round Table.  Establish data base linkages.	Ongoing  Ongoing  Ongoing

*Ecosystem management, key co-operative actions (5.4.2) continued*

Activity	Priority	Description	Timing
Identify ecologically sensitive lands, promote their protection.	2	Work with partners such as the Rideau Waterway Land Trust.	Ongoing
		Support environmental stewardship initiatives through cooperative action.	Ongoing
Ecological indicators and environmental monitoring.	3	Make progress with partners in establishing a set of environmental indicators.	Ongoing
		Initiate a monitoring program on a pilot project basis.	2005/2006

**WATERFRONT LAND USE AND DEVELOPMENT**
*Key Parks Canada actions (6.3.1)*

Activity	Priority	Description	Timing
Participate in municipal planning process.	1	Review and comment on official plans and other specific land use decision making processes.	Ongoing
Prepare a comprehensive guide for sustainable waterfront development.	2	Guide developed and available for property owners and stakeholders.	2005/2006

*Key actions in co-operation with others (6.3.2)*

Activity	Priority	Description	Timing
Identify and promote protection of scenic, historic and ecologically significant waterfront lands.	2	Provide advice to municipal governments and land owners based on Rideau Cultural Landscape study.	Ongoing
		Manage Canal lands including leased land in accordance with CIS and Landscape Study.	Ongoing

*Key actions in co-operation with others (6.3.2) continued*

Activity	Priority	Description	Timing
Network with municipal planners and government agencies.	2	Establish a network of planners.  Promote regular meetings and learning opportunities.	2005/2006  Ongoing

**HERITAGE PRESENTATION**
*Key Actions by Parks Canada (7.5.1)*

Activity	Priority	Description	Timing
Upgrade heritage presentation program to present messages of national significance at five lockstations.	1	Implement program upgrade at one site not completed (Merrickville)  Make strategic investments in upgrading or initiating program elements.	2005 - 2006  Ongoing. Specific projects in Business Plan.
Present other heritage messages at remaining lock stations.	2	Invest in up to date interpretive media.	Ongoing. Specific projects in Business Plan.

*Key actions in co-operation with others (7.5.2)*

Activity	Priority	Description	Timing
Support community museums in presentation of key messages.	2	Provide technical assistance in business planning and heritage presentation.	As required
Support presentation of key messages by the Rideau Canal Museum.	1	Work with the Rideau Canal Museum as a central heritage presentation facility for the Rideau waterway.	Ongoing
Co-operate with other agencies and interests to promote stewardship and public involvement.	2	Identify and support strategic partnerships.  Support public education and information initiatives.	Ongoing  Ongoing. Initiative specific involvement.

**VISITOR SERVICE AND FACILITIES**

*Key actions by Parks Canada (8.3.1)*

<b>Activity</b>	<b>Priority</b>	<b>Description</b>	<b>Timing</b>
Provide a basic level of service and visitor information.	1	Information will be provided at all lockstations, using media and advertising and through internet.	Ongoing
Produce a public safety plan.	1	Plan to be written and approved.	2005/2006
Monitor client satisfaction.	2	Regular surveys and public comment.	Ongoing
Establish performance standards for services and facilities.	3	Research and analysis of industry standards and norms for tourism facilities.	2004/2006
		Coordinate standards with other Parks Canada canals.	2005/2006
		Publicize standards.	2007/2008

*Key actions in co-operation with others (8.3.2)*

<b>Activity</b>	<b>Priority</b>	<b>Description</b>	<b>Timing</b>
Undertake market research.	2	Research on visitor needs and market trends.	Ongoing
Encourage private sector investment in services and facilities.	2	Assist in identifying opportunities to private sector.	Ongoing
		Partner with private sector where appropriate.	As required

**HERITAGE TOURISM AND RECREATION**

*Key actions by Parks Canada (9.4.1)*

Activity	Priority	Description	Timing
Provide lead in tourism marketing.	2	Strategic leadership in the Rideau Waterway corridor in promotion and awareness.	Ongoing
		Specific marketing actions such as advertising.	Ongoing
Focus marketing on sustainable activities.	2	Strategic direction and actions will be based on sustainable activities and use.	Ongoing

*Key activities in co-operation with others (9.4.2)*

Activity	Priority	Description	Timing
Co-operate with others to address boating safety and conflict issues.	1	Work with Coast Guard and police forces to establish and enforce speed and wake controls.	Ongoing
Participate with tourism industry to market the Rideau Heritage Route.	2	Take a leadership role in specific projects.	As required
		Link all marketing activities to the RHR initiative.	Ongoing

**ADMINISTRATION AND OPERATIONS**

Activity	Priority	Description	Timing
Continue to resolve land ownership issues.	2	Systematic resolution on an individual transaction basis.	Ongoing
		Provision of information to real estate industry and legal community with respect to federal government ownership.	Ongoing



**ADMINISTRATION AND OPERATIONS continued**

<b>Activity</b>	<b>Priority</b>	<b>Description</b>	<b>Timing</b>
Protect the bed of the Canal from unauthorized use.	1	Provision of public information with respect to development issues.  Regular inspection and enforcement action.	Ongoing  Ongoing
Undertake environmental assessment of all projects.	2	Proactive application of CEAA.	Ongoing
Enforce historic canal regulations.	1	Update regulations.  Provision of public information regarding regulations.  Enforcement relative to mandate.	2004/2005  Ongoing

**ONGOING PARTNERSHIP AND PUBLIC INVOLVEMENT**

<b>Activity</b>	<b>Priority</b>	<b>Description</b>	<b>Timing</b>
Involve the public through the Rideau Canal Advisory Committee and other mechanisms.	2	Consultative activities related to specific issues and activities.  Support and sponsor Rideau Waterway Symposium.  Regular meetings of Advisory Committee.  Inform public with respect to Management Plan approval.	Ongoing  Annually  Four times per year  2005/2006
Support the Friends of the Rideau, the Rideau Canal Advisory Committee and the Rideau Waterway Land Trust.	2	Active involvement on project specific basis.  Provide support and assistance.	As required  Ongoing

**ONGOING PARTNERSHIP AND PUBLIC INVOLVEMENT continued**

<b>Activity</b>	<b>Priority</b>	<b>Description</b>	<b>Timing</b>
Prepare annual assessment of plan implementation.	1	To be done March of each year.	Annually
State of the Canal report every 5 years.	3	Roll up of annual reports. Evaluation of asset condition.	As required
Review the management plan every 5 years.	1	Next review to begin in 2009.	2009/2010

## **APPENDIX A**

### **COMMEMORATIVE INTEGRITY STATEMENT**

#### **RIDEAU CANAL and MERRICKVILLE BLOCKHOUSE NATIONAL HISTORIC CANALS OF CANADA (Approved September 2000)**

#### **1.0 INTRODUCTION**

The Rideau Canal National Historic Site of Canada which includes the Merrickville Blockhouse National Historic Site of Canada is owned by the federal government and administered by the Parks Canada Agency for the benefit, education and enjoyment of all Canadians. While the Canal contains a remarkable collection of engineering structures and buildings that survive from its early history, the Rideau is not an historic enclave or museum piece. Rather, this historic waterway remains an integral link in a corridor of communities running 200 kilometers between the Ottawa River and Lake Ontario. It is also an operating canal, providing local and through navigation for tens of thousands of boaters annually. Furthermore, managing the Rideau Canal carries with it an important environmental stewardship role because the waterway and the corridor's ecosystem are inextricably joined. In fact, many of the natural ecosystem features of the Rideau corridor are a direct creation of Canal construction. Given the Canal's size and complexity and its important roles in both the human and natural environment, the task of safeguarding its irreplaceable heritage places and cultural resources and effectively telling its story to Canadians is a challenging responsibility.

The Merrickville Blockhouse is wholly contained within the designated place for the Rideau Canal. Its designation as a national historic site in its own right highlights its excellence as a type of structure, others of which are also found along the waterway and all of

which constitute Level I resources under the Rideau Canal's designation.

For the purposes of this CIS, a statement of commemorative intent, designated place, values and messages of national significance are identified for the blockhouse. The other heritage values for this national historic site are fully subsumed into the other values and messages for the Rideau Canal.

#### **1.1 National Historic Sites of Canada Objectives**

The Government of Canada's objectives for National Historic Sites of Canada are:

- to foster knowledge and appreciation of Canada's past through a national program of historical commemoration;
- to ensure the commemorative integrity of national historic sites of Canada administered by Parks Canada, by protecting and presenting them for the benefit, education and enjoyment of this and future generations, in a manner that respects the significant and irreplaceable legacy represented by these places and their associated resources;
- to encourage and support the protection and presentation by others of places of national historical significance that are not administered by Parks Canada.

#### **2.0 PURPOSE AND DEFINITION OF COMMEMORATIVE INTEGRITY**

Commemorative integrity describes the health and wholeness of a national historic site. A national historic site possesses commemorative integrity:

- when the resources that relate to the reasons for designation of the national historic site or symbolize or represent its importance are not impaired or under threat,

- when the reasons for the site’s national historic significance are effectively communicated to the public, and
- when the site’s heritage values including those not related to national significance are respected by all whose decisions or actions affect the site.

### **2.1 Commemorative Integrity Statement**

A Commemorative Integrity Statement is a site-specific elaboration of what is meant by commemorative integrity for a particular national historic site. The CIS is intended to provide the benchmark for planning, managing operations, reporting and taking remedial action. It is divided into three main elements:

- Resources that relate to the reasons for designation of the national historic site or symbolize or represent the site’s importance are not impaired or under threat - This section of the CIS identifies the resources that relate directly to the site’s national significance. It also describes the historic values of these resources, which can be symbolic as well as physical. These values must be safeguarded and communicated. The CIS provides guidance, through indicators and objectives, about the meaning of “not impaired or under threat” in the context of the site.
- Reasons for the site’s national significance are effectively communicated to the public - This section of the CIS identifies messages of national significance, as well as any additional, essential information required to ensure their understanding. It provides guidance, through objectives, on integrity in presentation and effective communication with audiences.
- Site’s heritage values (including those not related to national significance) are respected in all decisions and actions affecting the site - This section of the CIS covers heritage resources and values that are not related to national significance, as well as any other matters not covered under the other two

elements of commemorative integrity. It provides guidance, through indicators and objectives, on what is meant by “respect” in the context of the site.

## **3.0 STATEMENT OF COMMEMORATIVE INTENT**

Commemorative intent identifies the reason(s) why the site was commemorated as being of national historic significance. While the authority to designate a national historic site rests with the Minister, it is on the advice of the Historic Sites and Monuments Board of Canada [HSMBC or the “Board” that this authority is exercised. Commemorative intent, therefore, is based on the Ministerially-approved recommendations of the Board’s deliberations.

During its deliberations in June 1924, the Historic Sites and Monuments Board first noted the national importance of the Rideau Canal. The following year, the Board adopted the resolution “*that the construction of the Rideau Canal be declared an event of national importance.*”

In 1926, the Canal was commemorated through a Board-approved plaque. It stated:

*This tablet commemorates the hundredth anniversary of the beginning of the construction of the Rideau Canal in September, 1826, under the direction of Lieutenant Colonel John By: R.E., connecting the Ottawa River with Lake Ontario for ship navigation, thereby, laying the foundation of the City of Ottawa and advancing the development of Eastern Ontario.*

In May 1939, the Board recognized the national significance of the Merrickville Blockhouse by recommending “*That a secondary tablet bearing the following inscription be placed on this structure: - MERRICKVILLE BLOCKHOUSE A fine example of the best type of blockhouses erected for the defense of the Rideau Canal about 1832.*”

The Plaque text reads as follows:

**MERRICKVILLE BLOCKHOUSE**

*When construction of the Rideau Canal began, Merrickville was already an established village and was considered to be a logical target for an invader. Consequently Colonel John By urged strong measures for the protection of the lockstation. The result was this Blockhouse, built in 1832-33, the largest on the Rideau Canal and the second largest surviving in Canada. It still resembles its early description as "a good blockhouse, the basement and ground floor being of stone, and the upper storey of wood covered with tin, the whole surrounded by a ditch".*

The next Board recommendation came in 1967, when it reconfirmed that *"the Rideau Canal is of national historical importance, and further resolves as follows:*

*the entire lock system of the Rideau Canal including locks, blockhouses, dams, weirs and original lockmasters' houses be declared of national historical significance.... the Minister should assume such responsibilities for the policies of Canal maintenance and operation as may be necessary to maintain the existing structures and preserve the unique historical environment of the Canal System."*

During deliberations on the Trent-Severn Waterway in November 1987, the Board commented in a comparative note that the Rideau Canal *"is unique among Canadian Canals in that so many of its original structures have survived as built and most of its lockstations retain their integrity..."*

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

- *the construction of the canal system;*
- *the survival of a high number of original canal structures including locks, blockhouses, dams, weirs and original*

*lockmasters' houses plus the integrity of most lockstations, and;*

- *the unique historical environment of the canal system.*

The Merrickville Blockhouse was designated a national historic site in 1939 because:

- *it is a fine example of the best type of blockhouses erected for the defense of the Rideau Canal.*

## **4.0 HISTORIC AND GEOGRAPHIC CONTEXT**

Preliminary surveys of the Rideau-Cataraqui waterways were first commissioned by the British military during the War of 1812 because of concern that the vital supply line along the St. Lawrence River between Montreal and Kingston was vulnerable to interdiction by the Americans. It was not until 1826, however, that the decision was made to construct this inland route. The Canal was built by civilian labor but it was a military project from beginning to end. The construction was wholly financed by the British Treasury and it was engineered and supervised by Lt.-Colonel John By, Royal Engineers [R.E.].

While the Canal's defensive buildings remained unfinished, the system opened to through navigation in May 1832 - less than six years since construction began. In its time the Rideau Canal was considered a remarkable engineering achievement. Unlike most North American canals of the period, the Rideau's engineering works were constructed primarily of stone masonry and it was the first canal system in the world designed to accommodate steamboats. Furthermore, the Canal route ran through a remote, wilderness region which had challenged the builders with a host of engineering and logistical problems.

The Merrickville Blockhouse was the largest of the defensible structures built along the Canal and the most impressive of the four blockhouses. It was the first of the blockhouses built and most closely followed By's own design. A single gun port was built

into each wall of the masonry lower storey for mounting a cannon, and all four sides of the timber upper storey had openings for small-arms fire. Loopholes, called machicolations, were also cut in the underside of the overhang to enable the defenders to fire at any attackers reaching the walls. The upper storey of the blockhouse housed the lockmaster and his family. In the event of war, the blockhouse was intended to be a mustering point for local militia, a supply depot where provisions, munition and arms could be stored, and a strong defensive position for repelling anyone attempting to destroy the Canal structures. It served a military function only once, in the aftermath of the 1837 Rebellion, when it was taken over temporarily by the 34th Regiment. In 1908-9, the impending collapse of the roof necessitated the removal of the second storey but in 1960-65 it was restored to its former appearance. The Blockhouse currently houses a museum about the history of the blockhouse itself and the local area, managed by the Merrickville and District Historical Society.

For 16 years the Rideau Canal served as the primary transportation route from Lower Canada to Upper Canada. During this period several defensive structures including the Merrickville Blockhouse were completed. With the completion of the first St. Lawrence River canals in 1848, however, the Rideau's commercial importance declined. The St. Lawrence route was shorter, faster and less expensive than the Ottawa-Rideau-Catarqui route and while the Rideau continued to serve an important regional function after 1848, its significance as a part of the national canal system was gone. The British Board of Ordnance continued its ownership and operation of the Canal until 1855, when the system was signed over to the colonial government of Canada. The Canal's military period was over.

While the military usefulness of the Canal was never tested in war, the Rideau played a significant role in the development of eastern Ontario. The waterway

facilitated extensive logging, lumbering and milling operations in the region through the 19th century. Much of the wealth and development in this part of eastern Ontario was directly attributable to the logging and lumbering enterprises. Immigration, settlement and agricultural development in the Rideau-Catarqui corridor was accelerated because of the benefits that the waterway offered pioneer settlers. The Canal fostered the emergence of industrial centers of surprising scale at places such as Merrickville and Smith Falls. The City of Ottawa, originally known as Bytown, traces its origins and urban patterns to the Canal builders and the commerce generated by Canal traffic.

By the turn of the century, excursion tours and recreational activities assumed increasing economic importance along the lakes and rivers of the system. By the early 1960s, all commercial traffic was gone and the Rideau Canal had become a recreational waterway. Today, the Rideau Canal is the cohesive link through a 200 kilometer corridor which is characterized by a variety of lockstations, canal structures, urban and agricultural landscapes, built heritage districts, wetlands, woodlands, scenic areas and shore-lands which collectively create the Canal's unique and varied historical environment.

While the corridor landscape has changed considerably since the British military signed over control of the system in 1855, many character-defining features remain from the early period. Most original engineering works remain in situ and operational and over half of the military buildings survive. The lockstations maintain much of their original configuration and many of retain their mid-nineteenth century character. Whether located in an urban center, a rural village, an agricultural setting, or cottage country, the lockstations provide a sense of integrated continuity along the entire route.

Whereas the Canal structures are the most obvious features of the system, the Rideau Canal is more than the sum of its engineering works and masonry buildings. The construction of the Canal and the opening of through navigation held far-reaching implications for the natural and human history of the corridor. The transportation corridor, created and defined by the Rideau Canal, represents a rich and varied landscape which is an integral value of the system.

The natural environment of the Rideau Canal corridor - woodlands, wetlands, islands and waters - represent significant components of the region's present-day ecosystem. One of the most visible remnants of Canal construction on the corridor landscape are the drowned lands. Although the thousands of hectares of drowned lands exist today as natural features, most are human made, the result of the slack water system the engineers employed to flood the shallows and create the navigation route. These drowned lands represent significant aspects of the corridor's natural environment as well as being directly linked to the Canal construction.

The extensive wetlands between Merrickville and Lower Rideau Lake resulted from Canal construction as did many of the wetlands south of Jones Falls down through the River Styx. Numerous lakes along the system were created or substantially enlarged by the Canal builders including lakes such as: Dows, Upper Rideau, Newboro, Opinicon, Whitefish, Cranberry and Colonel By.

In contrast to the natural and rural settings that characterize much of the Canal environment, the relationship between the Canal and the two large urban centers of Kingston and Ottawa presents a very different landscape. The expansion of the city of Ottawa and its attendant suburban growth south along the Rideau River to Kars has effected considerable change on this section of the Canal landscape. But if modern urban development is a

dominant feature here, such change has not altered the evidence of the fundamental link between the Canal and the city of Ottawa. The city's initial layout and early development are directly tied to the construction and operation of the Canal in the first half of the nineteenth century. In the center of the city today, the Canal remains a key feature in a remarkable heritage setting that speaks not only to the evolutionary stages of Ottawa from its construction camp origins to modern capital city, but to the nation's history as well. Both physically and symbolically, the Canal remains central to the nation's capital.

In Kingston harbour, the southern terminus of the waterway, the landscape speaks most dramatically to the military origins of the Rideau Canal. Here, overlooking the Canal and harbor, sits Fort Henry, the largest fortification built in colonial Canada west of Quebec City. This citadel, along with the four surviving Martello Towers that dot the harbor, were a defense system built to protect the harbor and the access to the Canal. Today, the tangible interrelationship of the Canal and the Kingston Fortifications is a remarkable survivor on the heritage landscape.

Although substantially smaller than either Kingston or Ottawa, the town of Smiths Falls and the village of Newboro trace their origins to the Canal's construction and the opening of navigation. Other communities such as Kingston Mills, Chaffey's Lock, Merrickville, and Burritt's Rapids existed as small settlements and mill sites prior to the Canal. Since the later 1820s, however, the histories of these communities are closely interwoven with the waterway particularly through their associated lockstations.

Today, the Rideau Canal is an historic transportation corridor linking together diverse natural and cultural elements along its route and in doing so links the past to the present.

The Level One Resources: The Resources that Symbolize or Represent the National Significance of the Site.

## **5.0 THE DESIGNATED PLACE**

Designated place refers to the place designated as a national historic site by the Minister of Canadian Heritage on the recommendation of the Historic Sites and Monuments Board of Canada. Information on what constitutes the designated place for a particular historic site is drawn from the minutes of the Board.

In the case of the Rideau Canal, the designated place consists of the lands and waters under the jurisdiction of Parks Canada including the bed of the Rideau Canal to the high water mark between the Ottawa River and the harbor in Kingston.

The designated place of the Merrickville Blockhouse is the footprint of the building.

All the resources within the designated place for the Rideau Canal which are directly related to the construction of the Canal and the military period of operation, including the Merrickville Blockhouse National Historic Site of Canada, are deemed to illustrate, reflect or give expression to the national significance of the site. These are level one cultural resources.

While the designated place describes the boundary of the Canal in terms of identifying the level one cultural resources, it is important to note that there are historic values of the Canal system and its environment that extend beyond the administered Canal lands and waters. Significant view sheds, visual linkages and associative values encompass a variety of urban, rural and natural areas adjacent to the Canal. The following identifies associated lands of particular importance to the values of the Rideau Canal; these include but are not restricted to:

- the view sheds from the Canal locks and channel to the central core of Ottawa between the Mackenzie King Bridge and the Ottawa River;
- the views sheds and visual linkages in the Kingston harbor landscape that portray the relationship between the fortifications, the harbor and the Canal;
- the views from the Canal and Canal lands to the heritage shore-lands and communities between Becketts Landing and Kilmarnock lockstation;
- the views from the Canal and Canal lands to the heritage shore-lands along the Newboro channel;
- the views from the Canal and Canal lands to the heritage community of Chaffey's Locks;
- the views from the Canal and Canal lands to the heritage shore-lands and communities at Davis Locks, Jones Falls, Upper and Lower Brewers and Kingston Mills lockstations.

### **5.1 The Rideau Canal as a designated place is valued for:**

- the engineering achievement of the construction of the Canal;
- its continuous seasonal operation since 1832;
- the survival and integrity of the Canal system with the majority of its original built resources intact;
- the continuity and integrity of the lockstations and the sense of a complete "system" that these stations convey;
- the historic, ecological and visual associations with the certain shore-lands and communities along the waterway which contributes to the unique historical environment of the Canal;
- the extensive wetlands and lakes of the Canal which reveal the relationship between Canal construction and the natural environment and which are an integral part of the unique historical environment of the waterway.



**5.2 The Merrickville Blockhouse as a designated place is valued for:**

- its association with the military period of the Rideau Canal
- its association with the Merrickville Lockstation
- its landmark status in the village of Merrickville
- as a fine example of the best type of blockhouses erected for the defense of the Rideau Canal
- its defensive features, including:
  - an unobstructed view up and down the waterway at the Merrickville lockstation and down the Prescott and Brockville Roads;
  - thick, vented stone walls, fire resistant design;
  - apertures for musket and artillery fire;
  - self-sufficient design which included storage for provisions and armaments, as well as barracks
- original fabric in the lower storey.

**5.3 The designated place will be unimpaired or not under threat when:**

- through navigation of the Canal system is maintained to help assure the preservation of the unique historical environment and safeguard the level one cultural resources;
- the cultural resources related to the military period are safeguarded according to Parks Canada's Cultural Resource Management [CRM] Policy (see detailed description of cultural resources below);
- the existing manual mode of operation of locks, dams and weirs on the system is maintained;
- the visual relationship between the Canal and the heritage landscape in the central core of Ottawa remains evident and intact;
- the views and visual linkages which enhance the military character of the Kingston harbor landscape and portray the relationship between the

fortifications, the harbor and the Canal remains evident and intact;

- the heritage character of corridor shore-lands are safeguarded from inappropriate development or uses;
- the visual relationship between the Merrickville Blockhouse and the heritage landscape adjacent to the site remains intact;
- the heritage character of those identified corridor communities are safeguarded;
- the landmarks, view scapes and natural ecosystem features of the Canal's islands, shore-lands and wetlands that are related to the construction of the Canal and which are part of the Canal's unique historical environment are safeguarded;
- the level one historic values of the designated place are effectively communicated to the public.

**6.0. IN SITU RESOURCES**

Note: Because of the number of cultural resources on the system there is no attempt here to list them individually. An inventory of the in situ resources and their CRM level is available.

The in situ resources that are directly associated with the commemorative intent of the Rideau Canal - resources that symbolize or represent the national significance of the site - are identified as level one cultural resources. These resources are located on Canal lands and include engineering works, buildings, lockstation landscapes along with underwater and terrestrial archaeological sites.

**6.1 Engineering Works**

Through the evaluation exercise 40 of the Rideau's 47 locks were identified as level one cultural resources. (NOTE: the locks do not include the lock gates which are facsimiles of the original.)

Of the approximately 45 dams, weirs and embankments along the original route, 18 were evaluated as level one. Over the years the original form and function of several of the dams and embankments have been lost to sight because of overfill and infill - the most notable one being the crib dam at Hogs Back. Technically these are now archaeological resources but have been included here because they remain part of the operational system.

The evaluation team recognized that many of the locks and dams had undergone repair and reconstruction, including the introduction of varying amounts of new material, as part of their operational life over the past 160 years. There was no attempt to impose a specific quota of original fabric in the evaluation. If the work retains core elements of its original built material - in situ not reused as a facade - it is considered an original structure. Those locks and dams rebuilt with all new material or retaining only a vestige of original fabric or reusing original material only as part of a facade are not considered original to the system. This latter case applies to the locks at Lower Brewers (45), Davis (38) and locks one through five at Ottawa, plus the hydraulic lock at Smiths Falls (29a).

**6.1.1 The level one engineering works are valued for their:**

- direct relationship to the original construction achievement;
- contribution to the unique historical environment of the Canal system;
- integral role in the continuing operation of the navigation system (Locks 29, 30 & 31 at Smiths Falls Combined excepted );
- surviving physical attributes of form, material and function;
- manual mode of operation (Newboro, Black Rapids and Smiths Falls Combined Locks excepted);

- contribution to knowledge relating to early 19th century engineering and construction techniques.

Noteworthy in this discussion of the historic values of the Rideau's engineering structures are the remarkable stone arch dams at Long Island and Jones Falls. These are the two largest such structures on the system and the only two of the original five still completely visible. The Jones Falls dam is the first true masonry arch dam constructed in North America, and on completion was one of the largest arch dams in the world.

**6.1.2 The level one engineering works will be unimpaired or not under threat when:**

- they are maintained in an operational state (Locks 29, 30, and 31 at Smiths Falls Combined excepted);
- a regular monitoring and maintenance regime is in place as an integral part of the operational and conservation program;
- the existing manual mode of operation is maintained;
- their original material, massing and form are safeguarded and maintained by technical and professional experts in accordance with the CRM Policy;
- a record is maintained of any changes, repairs and/or interventions;
- the current material and design of the gate and valve opening mechanism is maintained (Newboro, Black Rapids and Smiths Falls Combined Locks excepted);
- the current material and design of lock gates is maintained, (Newboro, Black Rapids and Smiths Falls Combined Locks excepted);
- their historic values are effectively communicated to the public.

## 6.2 Buildings

In total, 18 Canal buildings including the Merrickville Blockhouse National Historic Site of Canada are level one cultural resources because they are considered to represent or symbolize the national significance of the site and were mentioned in the Board's recommendation. These include the 12 defensible lockmasters' houses and the four blockhouses one of which is the Merrickville Blockhouse. In addition, the blacksmith's shop at Jones Falls and the Commissariat building at Ottawa Locks are level one because they relate directly to the commemorative intent of the site.

Several of the buildings have undergone considerable modification over the years including recent reconstruction and restoration work. Seven of the lockmasters' houses had second stories added. While acknowledging these evolutionary changes, the evaluation team considered that all the buildings retain enough of their core elements to be considered level one cultural resources.

### 6.2.1 The level one buildings are valued for their:

- direct association with the construction, operation and maintenance of the Canal during the military period;
- direct association with the defense of colonial Canada;
- physical evidence of the original purpose of the Canal;
- functional design qualities;
- surviving physical attributes of form and material;
- contribution to the unique historical environment of the Canal system;
- contribution to the historic character of their associated lockstations.

### 6.2.2 The level one Canal buildings will be unimpaired or not under threat when:

- their historic characters are safeguarded according to the CRM Policy and the FHBRO Code of Practice, where applicable;
- their heritage settings are safeguarded according to the CRM Policy;
- a record is maintained of any additions, repairs or other interventions;
- a regular monitoring and maintenance regime is in place as an integral part of a conservation program;
- their material, form, and functional design qualities are safeguarded;
- their visibility within the site and/or from approaches are maintained or enhanced through appropriate vegetation management;
- their historic values are effectively communicated to the public.

## 6.3 Lockstation Landscapes

The lockstation landscapes are fundamental resources of the Canal system and integral to the Rideau's unique historical environment. The landscapes were evaluated in terms of the retention of historic circulation patterns, the spatial inter-relationships of buildings, engineering works, open spaces and other landscape features, plus the overall impact of new features on or near the stations. All 22 lockstations were evaluated as being Level I in accordance with the 1967 recommendation of the HSMBC.

### 6.3.1 The level one lockstation landscapes are valued for their:

- associative and physical connection with the construction and early operation of the Canal;
- contribution to the unique historical environment of the Canal system;
- visual and historic associations with heritage communities along the Canal system such as Chaffey's Lock, Newboro, Merrickville, Burritt's Rapids, and Ottawa;

- role as landmarks and providing a sense of continuity along the Canal system;
- surviving historic layout and configuration including their open spaces and circulation patterns;
- surviving historic views both within and beyond the station boundaries;
- contextual and heritage settings for the stations' buildings and engineering works.

**6.3.2 The level one lockstation landscapes will be unimpaired or not under threat when:**

- their current historic layout and landscape patterns, including open spaces and circulation patterns, are safeguarded;
- their historic views and visual linkages with surrounding landscapes are safeguarded through encouragement of and co-operation with municipalities or other levels of government, private landowners and partners;
- their historic views within the lockstation grounds are safeguarded or enhanced through appropriate vegetation management;
- the proposed introduction of new landscape elements (signage, parking lots, concession booths, vegetation, buildings, utility poles, etc.) are reviewed according to the principles of the CRM Policy in order to safeguard the historic layout, landscape patterns and views of the stations;
- the appropriateness of proposed new uses or activities on lockstation landscapes are assessed according to the CRM Policy;
- their historic values are effectively communicated to the public.

**6.4 Archaeological Sites**

There is no comprehensive inventory of Level I terrestrial or underwater archaeological sites along the Rideau Canal. The evaluation approach is to treat all

archaeological sites dating from the construction and military periods as level one cultural resources.

Examples of known archaeological sites of national significance include:

- the ruins of the engineers' building, the remains of the lime kilns, the remains of the Sapper's Bridge and the blacksmiths' shop - all at Ottawa Locks;
- the original dam at Merrickville (underwater site);
- the construction camp at Newboro;
- the remains of the submerged bridge at the Jones Falls dam (underwater site);
- the guardhouse remains at Jones Falls;
- the guardhouse remains at Morton Dam.

Note: There are archaeological sites directly related to the Canal's construction and early operational period located off Canal lands and outside of the designated place. Most of the known sites are the remains of quarries that were sources of stone used in Canal construction. Due to their location, these sites are not included in this cultural resource inventory but they are identified here because they have historic value associated with the Canal. Of particular importance are the quarry remains located: near the village of Elgin, off the First Concession Road; Clowes Quarry on the south shore of the Rideau River by Clowes Lockstation; and the quarry at Hogs Back located in Vincent Massey Park in the City of Ottawa.

**6.4.1 The level one archaeological sites are valued for their:**

- association with the construction of the Canal;
- association with the military purpose of the Canal;
- surviving physical elements.

**6.4.2 The level one archaeological sites will be unimpaired and not under threat when:**

- inventory and evaluation records of Canal sites are developed and maintained;

- known archaeological sites on Canal lands are monitored and safeguarded by adhering to the CRM Policy and the Guidelines for the Management of Archaeological Resources in the Canadian Parks Service;
- underwater resources are safeguarded through the encouragement of and co-operation with municipalities or other levels of government, private landowners and partners;
- all operational projects involving below ground disturbance (including the introduction of new vegetation) on Canal lands are reviewed to ascertain potential impact on resources;
- all operational projects involving underwater disturbance are reviewed to ascertain potential impact on resources;
- their historic values are effectively communicated to the public where deemed appropriate relative to the security of the resources.

## **7.0 MOVEABLE RESOURCES**

The level one moveable resources include a wide range of excavated archaeological artifacts and archival material that are directly linked to the commemorative intent of the site.

### **7.1 Archival Material**

A collection of surviving deeds, site plans, surveys, maps, reports and correspondence dating from the military period are housed at the National Archives of Canada in Ottawa and copies are available for research purposes. A collection of original design drawings and engineering plans are on file at the engineering office at Canal headquarters in Smiths Falls. Also, there are early Canal records housed in the Realty section of Parks Canada's National Office.

While not under the ownership of the Canal, it is important to note the collection of Royal Engineers' Working Drawings from the Rideau Canal, many the

work of Lt.-Col. By, housed at the Scottish Record Office, Edinburgh. Similarly, the Public Record Office in London holds a collection of early maps of the Rideau Canal. Also, there is a remarkable group of watercolors and pencil sketches dealing with a variety of Rideau Canal subjects dating from the 1820s through the 1840s housed in several repositories including the Ontario Archives, the McCord Museum, the Royal Ontario Museum and the National Archives of Canada.

#### **7.1.1 The level one archival material of the Rideau Canal is valued for:**

- the information it provides on the pre-Canal route;
- its association with the survey, design and construction of the Canal;
- its association with travel on the Canal system during the early period;
- the information it provides regarding the impact of Canal construction on the natural environment;
- the information it provides on construction methods;
- the information it provides on working and social life on the Canal;
- the information it provides on lockstation sites and adjacent communities;
- its aesthetic qualities.

#### **7.1.2 The level one archival material will be unimpaired and not under threat when:**

- a comprehensive inventory record of all such material is developed and maintained;
- the level one documents held by Parks Canada are organized and available for research and presentation purposes;
- the level one documents held by Parks Canada are removed from working circulation, protected, conserved and provided with appropriate storage facilities;

- their historic values are effectively communicated to the public.

### 7.2 Archaeological Artifacts

Archaeological excavation at several sites on the Canal has resulted in an extensive collection of level one artifacts related to Canal construction, operation and maintenance as well as social and working life on the Canal during the military period. This material is under the management of the Archaeological Services Section at Parks Canada's Cornwall Office.

#### 7.2.1 The level one artifacts are valued for:

- their association with Canal construction;
- their association with working life on the Canal;
- the detailed information they provide on working and social life;
- the detailed information they provide about construction techniques and tools;
- their presentation potential;
- their integrity as a collection.

#### 7.2.2 The level one artifacts will be unimpaired and not under threat when:

- inventory and evaluation records of the holdings are completed and maintained;
- resource collections are maintained;
- the integrity of collections are maintained (this does not preclude the exhibit of portions in different locations)
- their historic values are effectively communicated to the public.

## PART II

Level One Messages: Reasons for the Site's National Significance Are Effectively Communicated to the Public

## 8.0 MESSAGES OF NATIONAL SIGNIFICANCE

Level one messages or messages of national significance are based on the reasons why the site was commemorated a national historic site. Effective communication focuses on what knowledge and understanding as many people as possible should have regarding the national significance of the site. This involves communicating the national significance of the Canal, plus the provision of contextual information which provides the essential context for people's historical knowledge and understanding of the place.

The information outlined below is intended only as a communications framework. These are key messages upon which a heritage presentation program should be developed.

### 8.1 Messages of National Significance

The messages of national significance for Rideau Canal NHS are:

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

The message of national significance for Merrickville Blockhouse NHS is:

- it is a fine example of the best type of blockhouses erected for the defense of the Rideau Canal.

### 8.2 Context Messages

As many people as possible should understand the following contextual messages:

- the importance of water transportation in colonial Canada in the first-half of the nineteenth century;

- the transportation and supply problems encountered defending Upper Canada during the War of 1812;
- the military purpose behind the construction of the Rideau Canal;
- the role of Lt.-Colonel John By in engineering and supervising the construction of the Canal;
- the difficulties encountered constructing the Canal such as the environment, logistics, engineering challenges and working conditions;
- the impact of Canal construction on the natural environment including impacts on drainage patterns, the destruction of large areas of forest, the flooding of thousands of hectares of land which created new wetlands, islands and lakes;
- many of the corridor's highly important ecosystem features were created by the Canal builders;
- the impact of Canal construction and the opening of through navigation on the development of eastern Ontario - lumbering, settlement, agriculture, and manufacturing development;
- the impact of Canal construction and the opening of through navigation on the founding of the city of Ottawa;
- the reasons for the survival of most of the Canal's engineering structures and the system's remarkable record of continuous operation since 1832;
- the differing parts or sections of the Canal corridor - urban, rural, natural, agricultural, recreational - and how each contributes to the unique historical environment of the system;
- the different historical phases evident in different sections of the Canal corridor;
- the historic and present importance of water management for Canal operations and ecosystem management

- the high level of skill and workmanship exhibited in the construction of the Merrickville Blockhouse.

### **8.3 Effective Communication of the reasons for national significance**

The effective communication of the reasons for national historic significance of the Rideau Canal as expressed in the messages of national significance and the context messages, will be achieved when:

- the overall presentation experience conveys these reasons;
- the public, both visitors and non-visitors, exposed to a heritage presentation experience understand the reasons for the site's national historic significance; and
- the effectiveness of communication is measured and monitored.

## **PART III**

### **The Site's Heritage Values Are Respected**

In addition to those resources and messages deemed to be level one, the Canal possesses other associative and physical historic values that contribute to the site's heritage character and heritage experience. Included in this section of the commemorative integrity statement is the Tay Canal, which is not considered part of the original Rideau Canal system, but is deemed to be part of the level two heritage values of the present Canal.

Additional heritage values of the Rideau Canal include:

- its post-military operation, maintenance and administration;
- its evolving use - commercial to recreational;
- its evolving role with corridor communities and the heritage value of the Rideau corridor;

- the construction and operation of the first and second Tay Canals;
- its role in a larger international canal network;
- the continuing relationship between the Canal - its resources and operations - and the corridor's natural environment.

## **9.0 LEVEL TWO IN SITU RESOURCES**

### **9.1 Level Two Engineering Works**

In total 20 engineering works were evaluated as level two cultural resources. These include the two locks on the Tay Canal plus other dams, weirs, embankments, bridges, channels and turning basins along the system built between 1887 and the early 1950s. No structure built in 1967 or later was evaluated. (Specific details regarding these structures is available in the cultural resource inventory of the Rideau Canal.)

#### **9.1.1 These level two engineering works are valued for their:**

- association with the commercial and recreational use of the Canal;
- association with corridor communities and expansion of the Canal system;
- role in the continuing operation of the Canal;
- evidence of changing construction technologies;
- manual mode of operation;
- surviving physical attributes of form and material.

#### **9.1.2 The values of the level two engineering works will be respected when:**

- they are monitored and maintained in an operational condition;
- the current manual mode of operation is maintained;
- the current material type, massing and form are safeguarded whenever possible;

- the current material type and design of the gate and valve opening mechanism is maintained;
- the current material type and design of lock gates is maintained;
- the appropriateness of any repairs or other interventions to the works are reviewed in accordance to the principles of the Parks Canada's CRM Policy.

### **9.2 Level Two Buildings**

In total 19 Canal buildings were evaluated as level two cultural resources, nine of which were Federal Heritage Buildings. No building constructed in 1967 or later was evaluated.

#### **9.2.1 The level two Canal buildings are valued for their:**

- association with the post-military operation and maintenance of the Canal;
- association with working and social life on the Canal;
- association with industrial activities in corridor communities;
- designation as Federal Heritage Buildings;
- functional design qualities;
- surviving physical attributes of form and material;
- contribution to the historic character of their associated lockstations.

NOTE: the collection of outbuildings at Poonamalie is valued as a farmstead landscape assemblage, not for any individual value.

#### **9.2.2 The values of the buildings will be respected when:**

- their current material, form, and functional design qualities are safeguarded;
- their heritage settings are preserved;



- repairs and other interventions adhere to the procedures of the CRM Policy.

### **9.3 Archaeological Sites**

No comprehensive inventory of archaeological sites exists. Those archaeological sites that pre-date or post-date the Canal's military period up to 1967 are considered potential level two cultural resources until they are evaluated otherwise.

#### **9.3.1 The Canal's level two archaeological sites are valued for their:**

- association with the evolving use of the Canal;
- association with the post-military operations, maintenance and working life on the Canal;
- surviving physical elements.

#### **9.3.2 The level two archaeological sites will be respected when:**

- an inventory and evaluation record of all archaeological sites is developed and maintained;
- known archaeological sites on Canal lands are monitored and safeguarded by adhering to the Guidelines for the Management of Archaeological Resources in the Canadian Parks Service;
- all operational projects involving below ground or water disturbance on Canal lands are reviewed to ascertain the potential impact on resources.

### **9.4 Merrickville Industrial Ruins (Level two)**

#### **9.4.1 The industrial ruins are valued for their:**

- association with the evolution and variety of industrial activity on this site;
- association with industrial activity in the Rideau Corridor area;
- remaining physical form and material;
- contextual setting - relation to the locks, the rapids and other industrial buildings adjacent to the site.

#### **9.4.2 The values of the Merrickville ruins will be respected when:**

- their physical form and material are safeguarded;
- repairs and other interventions adhere to the procedures of the CRM Policy;
- the current contextual setting is maintained.

## **10.0 LEVEL TWO MOVEABLE RESOURCES**

The level two moveable resources consist of archival material, historic objects and archaeological artifacts.

### **10.1 Level Two Historic Objects**

While there is a great number of objects - particularly tools and hardware - with potential association with the Canal, it is difficult to determine their historic value because of a lack of information regarding their provenance and the scattered nature of the holdings. The approach is to treat any object with a direct association with the operation or maintenance of the Rideau Canal in the 1855 to 1967 period as a potential level two resource until evaluated otherwise.

#### **10.1.2 The values of the level two historic objects will be respected when:**

- an inventory and evaluation is conducted on the resources and their provenance and value determined;
- those resources determined to be level two are maintained as collections.

### **10.2 Level Two Archival Material**

The archival material for the post-military Canal period consist of maps, surveys, correspondence and photographic plates and negatives. This material is held in various locations on and off site.

#### **10.2.1 The level two archival material is valued for:**

- its association with the operation and maintenance of the Canal;

- its association with commercial and recreational use of the Canal system;
- the information it provides to the changes on the system;
- the information it provides on working and social life on the Canal;
- the information it provides on lockstation sites and adjacent communities;
- the information it provides on commercial and recreational activities in the Rideau corridor area;
- its aesthetic qualities.

**10.2.2 The archival material will be respected when:**

- an inventory record of these level two resources on and off site is developed and maintained.

**10.3 Level Two Archaeological Artifacts**

Archaeological excavation on Canal lands has resulted in an extensive collection of artifacts related to Canal's post-military operation and maintenance as well as social and working life. This material is under the management of the Archaeological Services, Cornwall Office.

**10.3.1 The artifacts are valued for:**

- their association with the evolving use of the Canal;
- their association with working life on the Canal;
- the information they provide on working and social life;
- their integrity as a collection.

**10.3.2 The artifacts will be unimpaired and not under threat when:**

- inventory and evaluation records are developed and maintained;
- resource collections are prepared;
- they are conserved when significance warrants;

- they are maintained as a collection (this does not preclude the exhibit of portions in different locations).

**11.0 THE NATURAL ENVIRONMENT OF THE RIDEAU CANAL CORRIDOR**

Many of the natural features of the Canal - the wetlands and the identified lakes - are known to have a direct connection to the construction of the Canal and are deemed to be Level I resources, (see sections 5.1 and 5.2). In addition, there are extensive ecosystem features - lands, waters, plants and animals - under the jurisdiction of the Rideau Canal that are valued because they comprise an important component of the Canal's history and landscape and as such are considered a vital heritage resource that must be respected and safeguarded.

**11.1 The natural ecosystem elements within the Canal corridor are valued because:**

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

**11.2 The natural ecosystem features of the Canal will be respected when:**

- a natural ecosystem inventory on Canal lands and waters is developed and maintained;
- natural resources of special significance are safeguarded and monitored;
- the habitat of flora and fauna species designated as rare, threatened or endangered by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC), or by the Province of Ontario is protected;

- features, which, by virtue of their strategic location and physical or biological characteristics, are of special value to government or non-government agencies involved in environmental monitoring and programs to maintain biodiversity and genetic resources in Canada, will be protected;
- features of special significance are managed in accordance with the principles and relevant policies regarding the protection and management of natural ecosystems.

## **12.0 HERITAGE MESSAGES ARE COMMUNICATED TO THE PUBLIC**

In addition to the level one messages (Section 8.0), the Rideau Canal possesses other heritage values that should be communicated in order for people to understand the range and complexity of the Canal's heritage. These level two heritage messages include:

- the Rideau Canal and the Merrickville Blockhouse are National Historic Sites and are part of the family of national historic sites;
- the operational and maintenance history of the Canal through the post-military period, (after 1855);
- the construction and operation of the first and second Tay Canals;
- the evolving use of the Canal from commercial to recreational waterway;
- the historic and evolving relationship between corridor communities and the Canal;
- heritage values and the question of modernization;
- the Rideau Canal is part of an international inland canal network;
- the Rideau Canal is one of the historic canals administered by Parks Canada;
- the Rideau Canal is historically related to other national historic sites such as Fort Henry and the Kingston Fortifications;

- the cultural and natural heritage presented by these National Historic Sites is our legacy as Canadians and a very significant element of Canadian history.

### **12.1 Communications Objectives for Heritage Messages**

The effective communication of the heritage messages of the Rideau Canal will be achieved when:

- aspects of the presentation experience addresses these subjects;
- the public, both visitors and non-visitors, exposed to a heritage presentation experience have an opportunity to learn about the site's broader heritage messages; and
- the effectiveness of communication is measured and monitored.

## **APPENDIX B**

### Implementation of the 1996 Rideau Canal Management Plan

The 1996 management plan presented a comprehensive program to conserve and present the Canal and provide quality service to visitors. The plan was approved just before a major government wide review of programs which resulted in a substantial decrease in the resources available to implement the actions in the 1996 plan. Despite these reductions, the Canal has been able to move ahead on many of the actions in the plan by better use of existing resources and forging partnerships with a variety of Canal Corridor stakeholders.

The following summarizes the actions which were identified in the 1996 (in italics), and how they were addressed since the plan was produced.

#### **Cultural Resource Management ( section 6.2, 1996 Plan.)**

##### *Engineering Structures*

*Preserve the existing historic engineering works and retain the manual operation of locks, bridges and dams.*

The historic engineering works have been preserved to the extent possible with the available resources. The manual operation of these structures has not been altered and will remain so.

*Develop a monitoring and maintenance program for engineering structure*

The Canal has established a monitoring and maintenance program to ensure timely maintenance of engineering works. A Canal team carries out the necessary work in a manner consistent with CRM principles and practice. Other large scale work is carried out under contract. Examples of the work done include Merrickville, Beveridges and Old Slys Locks.

*Undertake all work on major engineering structures according to original design and original materials.*

The Canal maintenance team has undertaken repairs in a manner that respects the original design and materials.

##### *Buildings*

*Preserve buildings of national historic significance (level 1)*

All level 1 buildings on the Canal have been preserved according to the principles and practices of CRM Policy.

*Evaluate the historic qualities of level 2 building and preserve as much as possible of their historic material.*

The level 2 Canal buildings have been maintained according to the principles and practices of the CRM policy. The only exception is the house on Colonel By Island which has not been maintained owing to a lack of funds. This building will be removed when it no longer can be maintained.

*Maintain the evolutionary features of Canal buildings*

The evolutionary characteristics of Canal buildings are valued and will be retained.

*Undertake an inventory of Canal buildings and develop maintenance guidelines.*

An inventory of Canal buildings and maintenance guidelines have not been prepared. This will be done as part of the overall monitoring and maintenance program during the next 5 years. Maintenance guidelines will be prepared as part of Parks Canada's commitment to ensure the commemorative integrity of the cultural resources of the Canal.

##### *Heritage Skills*

*Establish an inventory of skills for Canal operations and maintenance.*

The skills required to maintain the historic values of the Canal are in use and are passed on as part of the conservation of the Canal's historic fabric.

**Archeological resources**

***Produce an archaeological resource management plan to protect archaeological resources.***

While a plan has not been prepared, archaeological resources have been protected on Canal lands and excavations have taken place in advance of subsurface disturbance. There has been no inventory and evaluation of archaeological resources on Canal lands. This has been identified in the revised management plan as a low priority item. An inventory and evaluation of archaeological resources on the bed of the Canal has been completed.

**Cultural landscapes**

***Protect and enhance the cultural landscapes of the Canal lockstations.***

lockstation cultural landscape features have been conserved and new uses and activities protect the historic character of these places.

***Undertake research, inventory and evaluation of lockstation landscapes.***

This was not done owing to insufficient resources. The cultural resources of lockstation landscapes will be assessed whenever new facilities are proposed.

***Examine the feasibility of re-establishing period landscapes at some lockstations.***

This was not undertaken and will not be pursued in this management plan.

***Develop business regulations to control commercial activities on the Canal.***

The Historic Canals regulations have been amended to provide adequate direction for dealing with commercial activities.

***Dispose of lands not required for the protection of heritage resources and Canal operations.***

The Canal has had an active program of disposing of surplus and lands and will continue to do so.

***Share expertise in cultural resource management, promote cultural heritage stewardship and ensure staff apply crm in decision-making.***

As the lead federal heritage agency in the Canal Corridor, Parks Canada has shown leadership by managing the Canal according to the principles and practice of the Cultural resource Management Policy.

**Municipal Planning and Shore-land development**

***Participate in the municipal planning and shore-land development process.***

The Rideau Canal has used the policy statements in section 6.2.4 of the 1996 management plan to influence shore-land development and planning activities. The Canal has commented on municipal official plans, official plan amendments, zoning bylaws, minor variances, plans of subdivision and other municipal and private sector planning and development initiatives. This has resulted in municipal planning policies and development which recognize the need to protect the natural, cultural, scenic and recreational values of the Canal. The revised management plan will contain many of the same policies and makes a commitment to produce a comprehensive guide stating Parks Canada's for shore-land development, marine works, road and utility crossings of the Canal. The policies in Appendix III and IV of the 1996 plan will be incorporated into the comprehensive guide.

***Encourage protection of the heritage character of the Canal corridor by municipalities and private landowners.***

The cultural landscape study, and involvement in the shore-land development review process has been the primary means through which Parks Canada has encouraged protection and sensitive development.

**Ecosystem Management**

***Protect wetlands along the Canal corridor through inventories, resource management plans, municipal plans and management agreements.***

The provincial wetlands policy has resulted in enhanced protection for wetlands through official plan

designations. Resource constraints did not allow Parks Canada to undertake any major studies. However, partnerships (Bio-diversity Study with the Museum of Nature and the Rideau valley Conservation Authority) have been formed to undertake inventory and monitoring programs. This has resulted in more information on the location and condition of critical wetlands and greater public awareness of their value.

***Protect fish habitat on the Canal.***

The construction of marine works, and dredging is strictly controlled to ensure the protection of fish habitat. Minor adjustments have been made to water management procedures to protect fish spawning. Through co-operative inventory programs, information on fish habitat has increased as has public awareness of the importance of protecting these features.

***Manage submerged aquatic vegetation in the navigation channel.***

The Rideau Canal has an annual control program to clear the navigation channel of submerged aquatic vegetation where it interferes with navigation.

***Contribute to the improvement of water quality.***

Parks Canada has contributed to water quality improvement by protecting wetlands, participating in the review of shore-land development and managing its facilities to the highest environmental standards.

***Produce a water management study to reduce the impact of water management on fish and wildlife.***

The Rideau Canal Water Management Study identified minor adjustments to the water flow control procedures to benefit fish and wildlife. These have been implemented.

***Undertake environmental assessments where required.***

All activities by Parks Canada and by the private sector on the bed of the Canal are assessed to ensure that there will not be any harmful environmental effects.

***Establish environmental benchmarks to measure environmental change and cumulative impacts.***

Benchmarks have not been established, the revised management plan has included this action.

**Heritage Tourism**

***Conduct visitor use studies.***

The Canal has an ongoing program of undertaking visitor use studies to assist in determining the need for and use of facilities, services and programs.

***Provide high quality facilities and services at lockstations.***

Improvements have been made to maintain the high quality facilities and services at lockstations.

***Promote the Canal corridor as a tourism area with other interests.***

The Rideau Canal is actively engaged with the tourism industry to promote the Rideau Heritage Route as a tourism destination area.

***Promote the Rideau Canal in co-operation with the New York State and Quebec canals and the Trent-Severn Waterway.***

The four canals work together to promote boating in the canals of north-eastern North America.

***Establish and maintain a working relationship with the British and European Canals.***

The Rideau Canal has been twinned with the Caledonia Canal in Scotland and maintains regular contact with other Canal through the World Canal organization.

***Encourage the private sector to develop tourism facilities and services to meet the needs of visitors to and residents of the Canal corridor.***

Canal staff work with tourism interests along the Canal to identify opportunities for the private sector to develop tourism facilities and services.

**Recreation**

*Assess the impact of recreational activities, and manage through education and enforcement.*

Some progress made in these areas. Specific issues remain and are addressed in the revised plan.

*Undertake boater capacity studies where needed.*

No boater capacity studies have been undertaken

**Public safety**

*Investigate the need for a speed limit on the Canal.*

There are no plans to establish a speed limit for the Canal.

*Establish speed and wake controls in narrow channels and congested areas.*

Additional speed and wake zones were established in the last 5 years.

**Barrier free access**

*Provide access for the disabled where required.*

Most major visitor locations and services are barrier free access.

**APPENDIX C****Rideau Waterway Canadian Heritage River Nomination Document, Summary of Values****2.1.1 Human Heritage Values**

The backbone of the Rideau Waterway is the Rideau Canal, built as a secure military transportation route linking Montreal and points east via Ottawa and Kingston to the Great Lakes and the opening up of the West. The Rideau was part of the grand strategy for the defense of British North America against the perceived expansionist threat from the United States of America following the War of 1812. The project was wholly financed by the British Treasury and was designed and built under the supervision of Lt.-Colonel John By of the Royal Engineers. The system opened for through navigation in less than six years after construction began. In its time, the Rideau Canal was considered a remarkable engineering

achievement. The arch dam at Jones Falls, for example, was the largest dam of its type in the world when constructed in the late 1820s. The Rideau's extensive engineering works were almost entirely constructed of masonry, unlike most North American canals of the period. It was the first canal in the world whose locks were large enough to accommodate steamboats, thanks to the wisdom of John By, who foresaw civilian use for the waterway after its military days were done. With 47 locks located at 24 lockstations plus numerous dams, weirs, embankments and channels, the builders of the Canal controlled and reshaped the lakes and rivers of the region into a 202 kilometer navigation route from the Ottawa River at Ottawa to Lake Ontario at Kingston. In total, 18 of those kilometers are through artificial channels while the remainder use the natural channels of the Cataraqui and Rideau Rivers. All of this was accomplished in a remote, wilderness, region posing a host of engineering, logistical, and human hardship problems that had to be overcome.

At the time the Rideau Canal was begun, Kingston had a population of about 1,000, primarily Loyalists from the United States. With the construction of the Canal, Kingston became a strategically important site as it commanded the southern end of the Canal where military supplies, troops, and ordnance would have to be transhipped into lake vessels for forwarding to the frontiers of Upper Canada. In 1836, the Fort Henry redoubt was constructed on the heights of Point Henry with the sea battery and stores depot being completed in 1841. It was not until 1846-48 that other defense structures were added - the Murney and Shoal Towers, the Market Battery, Fort Frederick Tower and the Cedar Island Tower. Today a restored Fort Henry Complex and the fortifications erected in 1846-48 remain, along with many distinctive public buildings, including the county courthouse, make Kingston rich in built heritage.

The town of Perth had its origins as a depot of the Rideau military settlement in 1816 and evolved into the administrative center for the district by 1823. Many Rideau Canal workers settled in the area after construction and built fine Georgian buildings reflecting styles prevalent in Upper Canada at the time. Perth's early character was influenced by Scots who arrived as part of an assisted emigration scheme at the same time as the military settlers. However, as early as 1842, the Irish were the dominant ethnic group in Perth. A strong agricultural community, based on the Perth clay plain, helped sustain the local economy as the lumber frontier moved farther up the Ottawa Valley. Today, Perth is recognized as one of Canada's architectural gems.

From 1832 to 1846, the Rideau Canal was the primary transportation route between Upper and Lower Canada. With the end of British protective tariffs and the completion of the locks on the upper St. Lawrence River in 1847, the Rideau's importance declined to that of a regional waterway. The coming of the railways in the next decade further marginalized the Canal's importance. The British Board of Ordnance continued its ownership and operation of the Canal until 1856 when the system was signed over to the colonial government of Canada. The period of the Canal's military administration was over.

The Tay Navigation Company was incorporated in 1831 and construction began on the Tay Canal in June of that year. Two locks were completed at Port Elmsley in 1831 but the rest of the Canal had to wait until 1832 due to lack of funds, malaria and heavy rains. The completed Canal was 16 Km. long and included five separate locks, six dams, two swing bridges and a turning basin in Perth.

While, fortunately, the Rideau Canal was never tested in war, it played a significant role in the commercial life of eastern Ontario through the 19th and well into the 20th century. It facilitated resource extraction and export, agricultural development and industrial

centers along the corridor and it played an important role in the growth of the City of Ottawa, the nation's capital. By the turn of the century recreational activities along the Canal began to assume considerable economic importance. By the 1960s, all commercial traffic was gone and the Rideau had become a recreational waterway and magnet for sports enthusiasts and cottagers from all over eastern North America.

Many significant features remain from the early days. Most original engineering structures are not only in place but are operational, and over half of the military buildings survive. Nearly all lockstation landscapes display their original layout and configuration and many retain their mid 19th century character, thanks in part to Parks Canada which manages the Canal for the protection of the heritage values that make it so special. Whereas these built features are the key historic resources of the Canal, the Rideau Waterway is more than the sum of its engineering works (locks, dams, bridges) lockstations and masonry buildings. The construction of the Canal and the opening of through navigation held far-reaching implications for the natural and human history of the corridor. The Rideau Waterway is an historic transportation route linking together diverse natural and cultural elements along its length and in doing so links the past to the present. Parks Canada's National Historic Site Commemorative Integrity Statement, describes the Waterway as a unique historical environment where the historic place is approached as a cultural landscape due to the complexity and extent of the elements which make up the Rideau Canal system.

The Rideau Canal has been recognized as a national historic site on several occasions. The Historic Sites and Monuments Board of Canada first recognized the national importance of the Rideau in 1925. This was reconfirmed in 1926 and again in 1939 when the Board approved the wording for plaques to commemorate



the Rideau's national historic importance. Finally in 1967, the Board recommended that the Rideau Canal be declared a national historic site.

During deliberations on the Trent-Severn Waterway in November, 1987, the Board commented in a comparative note that the Rideau Canal "is unique among Canadian canals in that so many of its original structures have survived as built and most of its lockstations retain their integrity....".

All of this leaves us today with a waterway of enormous historical importance to Canada. At 166 years old, it is North America's oldest operating 19th century canal. It is an engineering marvel of its time and a monument to the long and distinguished history of Canadian engineering. It is the reason that Bytown was founded which led, following a name change to Ottawa, to its eventual choice as the capital of the new emerging country of Canada. It is a pioneering example of efforts at multiple uses for our rivers and early regulation of water quantities, flood plain control and watershed management. The large scale hydrological planning, the ingenuity of the engineering structures and the scale of the logistics of supplying men and materials through remote wilderness support the fact that the Rideau Waterway represents a triumph of human ingenuity and endurance. It was Canada's first transport mega project.

### **2.1.2 Human Heritage Integrity**

Parks Canada's National Historic Site

Commemorative Integrity Statement for the Rideau Canal demonstrates the heritage values which make up the site. Based on the deliberations of the Historic Sites and Monuments Board of Canada, the reasons for the national historic significance of the Rideau Canal are as follows:

- the construction of the Canal system;
- survival of many original Canal structures including locks, blockhouses, dams, weirs and

original lockmasters houses plus the integrity of most lockstations;

- unique historical environment of the Canal system.

The Commemorative Integrity Statement calls the Canal a unique historical environment, including not only locks and dams but also wetlands, cottage areas, undeveloped shorelines, farms, small towns and village scenery. Taken all together, this waterway presents a living cultural landscape that is at once historic, scenic, natural and man-made.

In addition to the nationally significant values noted above, the Rideau Waterway was known for its natural sites for grist mills to grind grain and sawmills to process wood. In the latter half of the 19th century, textile mills were developed at Burritt's Rapids, Merrickville, New Edinburgh (Ottawa), Perth and Smiths Falls. Stove and agricultural implement factories started up at Merrickville and Smiths Falls, and cheese factories were established throughout Carleton, Frontenac, Leeds and Grenville, and Lanark Counties. The Woolen mills are now nothing but ghostly reminders of an industrial past, but a cheese factory survives in the village of Forfar.

### **2.1.3 Recreational Heritage Values**

The lands and waters of the Rideau Waterway support an impressive array of leisure and recreational activities for hundreds of thousands of visitors and residents every year. The three nodes of recreational activity include the historic City of Kingston, the traditional cottage country of the Rideau Lakes, and the lively, world-class water-related events and facilities in and around Ottawa, the Nation's Capital.

The Rideau Waterway is a prime recreational destination for much of eastern North America. The swimming, pleasure boating, fishing, and hunting in and near the Waterway is renowned and has been for over 160 years. It did not take long after the Canal was built for civilian boaters, sportsmen and private adventurers to use Colonel By's Canal route as a path

to interior lakes and rivers that were previously inaccessible. Today, there are many provincial and municipal parks and marinas, numerous fine beaches, camps, resorts and scenic roads for visitors along the Waterway. The Rideau is also used extensively by school and camp groups who canoe it in part or in its entirety.

Boating is the prime recreational activity drawing people from far and wide to cruise the restorative waters of the Rideau in canoes, power boats and sailboats. In 1997, over 76,000 vessels of all sorts locked through the system during the relatively short five month boating season. Boating is not new on the Rideau. In fact, use of water craft on the Rideau has now been documented back to about 6,000 B.C.

A stone tool from the Archaic era found in 1979 near Rideau Ferry shows a primitive drawing of a canoe with six people paddling on the water. It represents one of the first signs of water craft in Ontario and shows that the Rideau Waterway has a particularly long history of water travel.

The explosion of civilian use of the waterway in the late 1800s brought thousands of people onto the lakes every summer for holidays, many on steamboats. First in luxury hotels like Kenny's at Jones Falls and the Opinicon at Chaffey's Lock, and later in private cottages and residences tucked serenely on the grey rocks of the Precambrian Shield, the reputation of the Rideau Waterway for civilized wilderness experiences grew and grew. Today, the Rideau Lakes are one of the best locations for cottaging and summer fun anywhere in eastern North America.

World-class rowing and kyaking facilities can be found at Mooney's Bay in Ottawa. Under the auspices of the Rideau Canoe Club, games, festivals and training takes place from ice out in the spring to late October. Several of Canada's Olympic athletes and world champions train here regularly. The Canadian Recreational Canoeing Association (CRCA) chose the Rideau Waterway at Merrickville for its national

headquarters in 1995. In June, 1998, Canada Post issued a stamp honoring Bill Mason, one of Canada's best-loved canoe enthusiasts. The first stamp was issued and postmarked in Merrickville at the CRCA headquarters. At the southern end of the system, Kingston has been the site for summer Olympic sailing events and other international sailing competitions.

There are 43 marinas on the waterway serving thousands of resident and transient boaters. Antique and classic boats hold regattas and shows on the waterway. Festivals such as the Tulip Festival, the Ottawa Jazz Festival, Festival Canada and the Franco-Ontarien Festival are held on the Rideau each year. Ottawa is also the site of Winterlude, one of the nation's premier winter festival centered on skating on the Rideau Canal. For ten to twelve weeks in mid-winter, the Canal becomes one of the world's longest skating rinks stretching some 8 km. from the National Arts Center to Hartwell's Locks across from Carleton University.

The Rideau Waterway corridor is home to some of the best hiking and cross-country ski trails in eastern Ontario. Foremost among these is the 300 km. Rideau Trail linking Kingston to Ottawa. The Rideau Trail opens up whole new venues for birding, nature appreciation, conservation education and fitness.

The Rideau Waterway has a hallowed place in Canada's family of National Historic Canals. In 1998, a series of postage stamps issued by Canada Post highlighted several of these historic routes including two stamps showing the Rideau Canal. The Rideau Waterway is, on a larger scale, part of the international canal network. Many people travel the great distances using interconnecting navigable water routes to see and enjoy some of the world's finest water systems.

#### **2.1.4 Recreational Integrity Values**

The purpose of this section is to describe how the Rideau Waterway appears to meet the recreational Integrity guidelines.

In addition to meeting both of the above guidelines, for a river to be judged to have outstanding Canadian recreational value, it should possess water of a quality suitable for the recreational activities pursued.

In addition to meeting the recreational value guidelines for Canadian Heritage River Status, the Rideau Waterway possesses water quality adequate for many forms of recreation throughout its length, from on-water recreational pursuits such as swimming and boating, to related pursuits such as hunting, fishing, and nature appreciation. In fact, swimming is enjoyed from end to end on the river including Mooney's Bay in Ottawa. This level of water quality is due to efforts made by many provincial, regional, and local agencies. On-going public education projects further demonstrate a commitment to improve the quality of the resource for future generations.

### **2.1.5 Natural Heritage Values**

The purpose of this section is to describe the outstanding natural heritage features of the Waterway and its immediate environment.

The Rideau is not being nominated on the basis of its natural heritage values because of impoundments on the system. However, there are a number of significant natural resources along the Waterway that serve to enhance both the human and recreational heritage values. Such resources include Areas of Natural and Scientific Interest (ANSI), major wetland areas which contribute to wildlife habitat, rare flora which are ranked by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) and by the Atlas of the Rare Vascular Plants of Ontario (ARVPO), and rare fauna which have been evaluated by COSEWIC, the Committee on the Status of species at Risk in Ontario (COSSARO) and by the Ontario Ministry of Natural Resources (OMNR).