

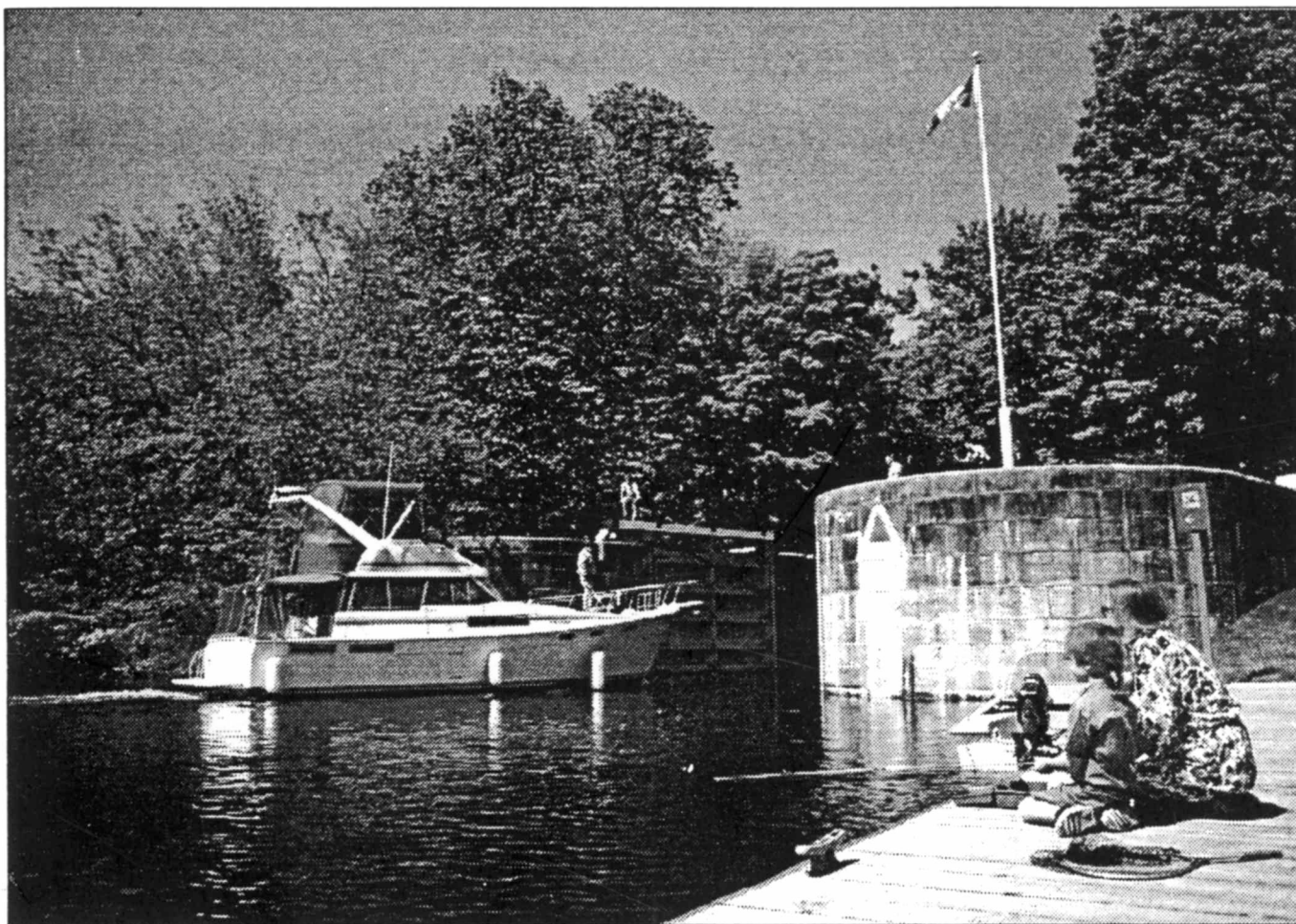


Canadian Heritage
Parks Canada

Patrimoine canadien
Parcs Canada

*WORKING TOWARDS
A SHARED FUTURE*

RIDEAU CANAL MANAGEMENT PLAN



1995

Canada

June 1995

RIDEAU CANAL MANAGEMENT PLAN

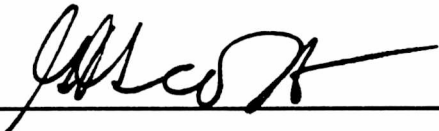
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95.11.04

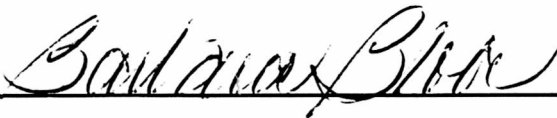
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Gilbert H. Scott
Regional Executive Director
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Date



J.W.A. Bonser
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Date



Juin 1995

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June 30, 1995.

Date





*Colonel John By, Royal Engineers
Builder of the Rideau Canal*



*This plan is dedicated to the memory of
Robert Legget, Rideau Canal Historian
(1905-1994)*

A SHARED RESPONSIBILITY

No single government or industry, however large, and no individual, however committed, can tackle our environmental problems alone. The responsibility for finding lasting solutions rests with all Canadians.

(Canada's Green Plan, 1990)



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ACKNOWLEDGEMENTS

The Rideau Canal Management Plan is the result of the combined efforts of many people - all committed to a common vision for the Rideau Canal Corridor. These people include staff of federal, provincial, regional and municipal governments, representatives from Canal Corridor businesses and interest groups, as well as Corridor residents and the general public. Each individual contributed expertise, experience, comments, suggestions, advice and direction. It is this commitment, concern and dedication as stewards of the Rideau Canal Corridor which make the Rideau Canal Management Plan a valuable and useful guide for our future. The Plan will provide direction for Canal management over the next decade to ensure a healthy environment, protection of heritage resources and a prosperous economy.

The Management Planning Team wish to acknowledge, in particular, the following:

John Bonser, Tom Kovacs and Dave Ballinger who served as Rideau Canal Superintendent at various stages through the planning program.

Judy Burns, Gary Clark, Terry Cowan, Peter Elliot, Doug Horsfall, Doug Kirkland, Frank Phelan, David Read, John Richards, Jim Ruddell, Bill Taylor and Don Warren who were the members of the Rideau Canal Management Plan Citizens Focus Group.

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Ministry of Natural Resources; Ministry of Culture, Tourism and Recreation; Ministry of the Environment and Energy; Ministry of Agriculture and Food; Ministry of Municipal Affairs; Rideau Valley Conservation Authority; Cataraqui Region Conservation Authority; Regional Municipality of Ottawa-Carleton and National Capital Commission who were the federal, provincial and regional government agencies involved throughout the planning program.

Rideau Canal staff in the two areas and the main office from Resource Conservation, Visitor Activities, Operations, Maintenance, Engineering, Realty, Finance and Administration, Personnel, Water Management and Canal Management who provided input throughout the planning program.

Manuel Stevens, Karen Tierney, Marian Stranak, Judy Sutherland, François Millette, Lindsay Penney, Paul Couture, Achim Jankowski, Caroline Phillips, Ron Wilson, Peggy Allen, Julia McLean, Carl Peel, Brian Morin, Claude Tourangeau and Denise Kenny who were the Parks Canada Management Planning Team responsible for producing the Plan.

The Nation has no other canal system which remotely approaches the Rideau in historic interest, resemblance to the original condition, or potential for interpretation. As a relic of a period in which the question of survival was very much alive in the Canadas, and as a monument to the transportation fever of the early 19th century, it is unrivalled for sheer size and visual impact. As an early means of communication by water between Ottawa and Kingston, it is important in its unbroken entirety and its individual historic features have relevance to Canadian history chiefly in their totality.

(National Historic Sites Service, Department of Indian Affairs and Northern Development, 1967)

The Rideau Canal was first commemorated as a national historic site in 1926. Today, it is managed by Parks Canada as a national historic site in recognition of its contribution to Canadian heritage and as a 19th century operating canal.

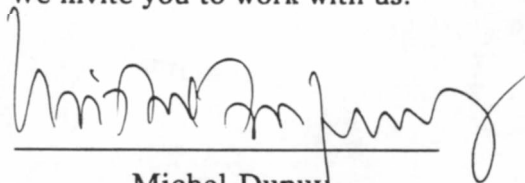
The Rideau Canal has a rich and colourful story to tell - one that began over 160 years ago. It is the story of people and their relationship with the environment. Today, our challenge is to protect and present this part of our Canadian heritage to ensure the long-term health of the Canal and the Canal Corridor through which it flows. The Canal also presents unique opportunities for stewardship, tourism and recreation.

The responsibility for maintaining healthy heritage values lies with everyone. The Government of Canada cannot work alone. We need the help of all levels of government, private interests, our shoreline neighbours, Corridor residents, visitors and the Canadian public.

This document is the Management Plan for the Rideau Canal - a plan to guide the actions of Parks Canada in the protection, operation and public understanding of the Rideau Canal. This plan identifies ways in which we can work individually and collectively to safeguard this national legacy for our children and grandchildren.

Our vision for the Rideau Canal Corridor is one of a healthy, prosperous environment where we are all proud to work, live or visit. We hope that each and every one of you shares our vision and accepts your responsibility to ensure a sustainable future for the Canal.

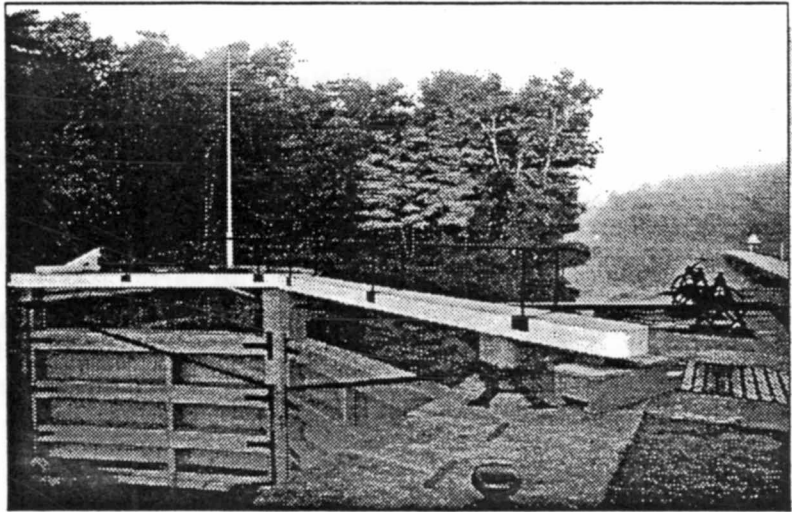
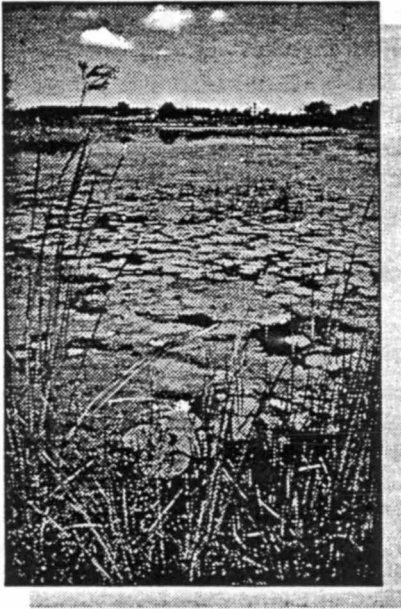
We invite you to work with us.



Michel Dupuy
Minister of Canadian Heritage

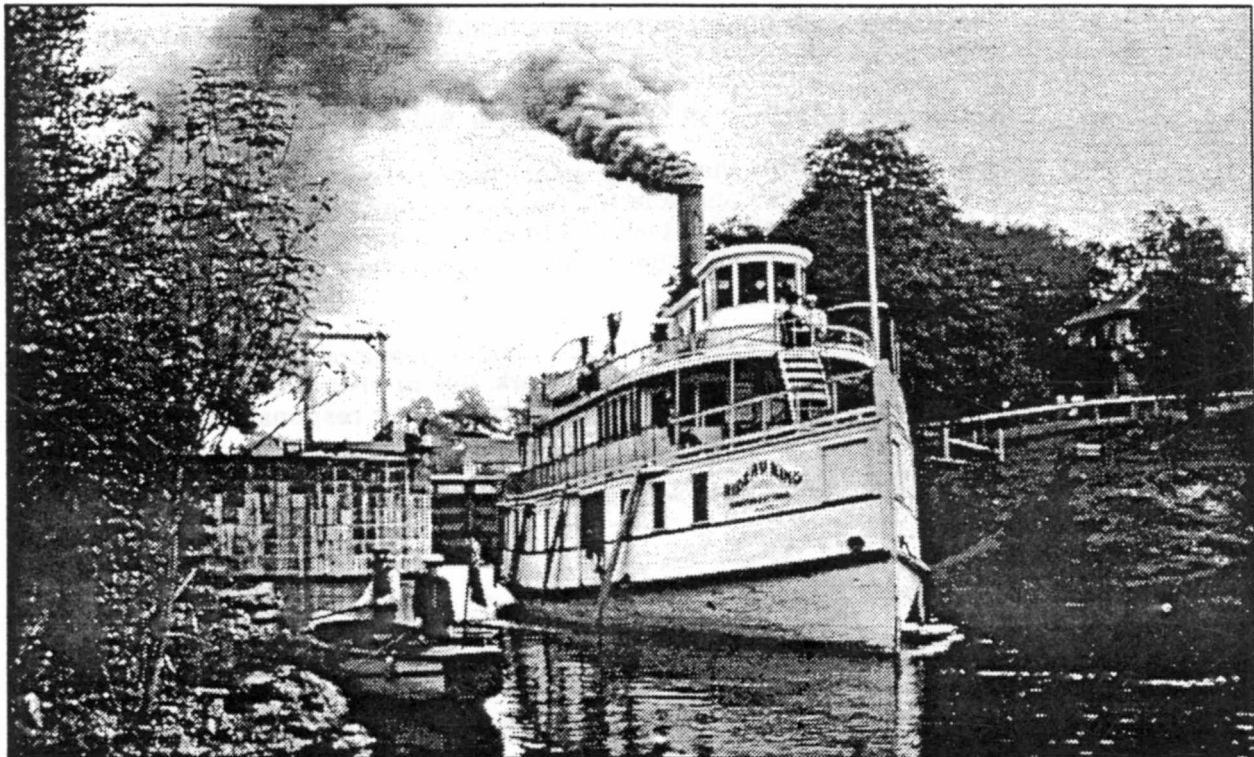


SECTION 1: A Heritage Corridor for Tomorrow



"The history and beauty of the canal system is something we would very much like to see retained so that our grandchildren can enjoy it as much as we have."

(Public Consultation)



1.1 A National Treasure

*"Col. By and his men developed a transportation facility that was both necessary and worthwhile. We are fortunate to have the Rideau Canal in operating condition to demonstrate its engineering excellence."
(Public Consultation)*

Conceived during the unsettled period following the War of 1812, the Rideau Canal was built by the British military as part of its defence strategy for the Canadian colonies. Under the supervision of Lt. Col. John By of the Royal Engineers, the Canal was constructed between 1826 and 1832 to join the Ottawa River to Kingston on Lake Ontario. Through a series of canal cuts, embankments, dams, along with 47 locks, the Canal linked the lakes and rivers of the Cataraqui and Rideau systems to provide a secure transportation route away from the American border.

Located in a virtual wilderness, the Rideau Canal, with its impressive masonry locks and dams, gained international attention as an engineering marvel. There were nine stone arch dams built along the Rideau, the first of their kind to appear anywhere in North America, Britain or France. The great masonry arch dam at Jones Falls was the highest dam on the continent and in terms of its overall size - length to height ratio - it was the largest such structure in the world. The Rideau was the first canal designed and built on a scale large enough to accommodate steamboats. Much to the displeasure of the British Treasury, it was also the most expensive military construction project undertaken to that date in the British Empire. Although some Canal structures have been modified over time, most of the original engineering structures remain intact today and have been in continuous seasonal operation since the spring of 1832.

While the military purpose of the Canal was never tested in war, as a major transportation route, it had considerable impact on the settlement and development of Upper Canada. By the late 1800s recreational use of the Canal grew, a tradition that has flourished and endured for over 100 years.

Connected to the Rideau Canal is the Tay Canal, which provides access to the Town of Perth. Opened in 1834, the original Tay Canal was a private venture built to ensure the town's participation in the commercial trade of Upper Canada. An economic boom during the 1880s provided the impetus to re-route and upgrade the original Tay Canal. Completed in 1887, the present Tay Canal is the result of these efforts.

Complementing the Rideau Canal is its historic corridor setting - scenic rural landscapes and heritage towns and villages. The Canal Corridor contains some of the best examples of 19th century architecture in Ontario.

The natural environment of the Canal Corridor, including wetlands and undeveloped shore lands, is important to the environmental health of the Rideau. Sixteen percent of the Canal's shoreline is wetlands (189 km), including thirteen provincially significant wetlands. Over half of the Canal's shore land is still undeveloped. These areas contribute to the Canal's natural beauty, benefit the local tourism industry by providing opportunities for fishing, hunting and nature appreciation and help in maintaining a healthy environment.

Approximately one million people live close to the Rideau Canal, the majority being residents of the Ottawa Carleton Region. Over one million people enjoy the Canal's heritage lockstations and watching boats locking through, while another 1.4 million use the world's longest skating rink each winter in Ottawa.

The Canal is an operating historic site, a living museum, complemented by a diverse landscape rich in history, natural character and scenic beauty. Protecting this diversity complements the Canal's historic structures. This landscape is the very essence of the Rideau Canal and provides a setting for public use, heritage education, enjoyment, appreciation and a place to live and work.

SECTION 1 – A Heritage Corridor for Tomorrow

Commemorating and Presenting the Rideau Canal

The Rideau Canal is protected, presented and operated by the federal government as a functioning national historic site. Its heritage value is based upon:

- the magnitude, impact and engineering accomplishments of the construction of the Canal;
- its role in the military strategy for the defence of 19th century Canada;
- its role as an immigration and trade route and its impact on settlement and industry in eastern Ontario; and
- its continuous operation in essentially the same manner for over 160 years while preserving excellent examples of 19th century engineering in a natural and historic setting.

In the context of Canadian history, the Canal theme is a "Nineteenth Century Operating Canal" with the following messages:

- Managing a Heritage Resource
- Canal Operations and Maintenance
- The Changing Role of the Rideau Canal
- Military Strategy and Canal Construction

1.2 The Challenges

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)

Colonel By 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 all spread along a wilderness route 202 km long.

Even today, with all modern construction facilities, this would still 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 projects ever carried out in North America.

(Robert Legget, John By Builder of the Rideau Canal. Founder of Ottawa, May 1982)

Throughout the 1960s and 70s, the development of the Canal's shore land for cottages, homes and marinas took place at an accelerated rate. At the same time, the Canal became a busy place. Boating use increased yearly and boats became larger, faster and noisier. Canal lockstations, which for years were quiet, out-of-the-way places, became popular among residents, tourists and boaters. Small villages such as Portland and Merrickville prospered from their recreational and heritage character. While this growth in residential development and tourism contributes significantly to the economic well-being of the area, it also presents a tremendous challenge for the future.

Where once there were miles of undeveloped forested and agricultural lands dotted with a few farms and cottages, today there are hundreds of cottages and homes. The historic character of the villages, rural areas and lockstations of the Rideau is threatened by new development, which is often not sympathetic to the surrounding environment. Dredging, filling and cottage construction along natural shorelines and wetlands has resulted in a loss of fish and wildlife habitat and the scenic beauty of the Canal. Water quality has been affected by development and use, including municipal sewage discharge, grey water from boats and from agricultural run-off.

Managing a canal for through navigation while preserving its historic fabric and protecting the natural environment are the greatest challenges facing Parks Canada. The federal government alone cannot protect this nationally significant resource. The Rideau Canal has a total watershed of approximately 4700 square km and traverses four counties, four cities, three towns, 24 townships, three villages, seven hamlets and one regional municipality. Active within the Corridor are federal, provincial and municipal governments, two Conservation Authorities, numerous organizations and thousands of residents. Any action of Parks Canada has potential to impact on these groups and individuals, but more importantly, actions by others have the potential for major effects on the heritage character of the Canal.

This is a critical point in the history of the Rideau Canal. Step back and look at the big picture. Everyone (individuals, organizations and governments) has a role to play in ensuring the future well-being of the resources and the people.

Now is the time to work together for the future - to maintain the distinctive blend of historic, natural and scenic resources that make the Rideau Canal Corridor such a special place.

1.3 A Healthy Corridor for Our Children: A Shared Vision

The work will be an imperishable monument, as well of the glory of that great nation to which we belong, as to your name and fame.

(Letter to Colonel By dated September 26, 1832 from Chairman and the Members of Committee of Trade on the eve of completion of the Rideau Canal.)

Colonel By was a man of vision. Upon arrival in the Canadas in 1826, By 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 between the Great Lakes and the Atlantic. Such a system, he believed, could successfully compete with the Erie Canal and, consequently, assure Britain military and commercial control of the lakes. Colonel By persuaded his superiors to agree to the construction of larger and deeper locks to accommodate steamboats - the vessel of the future. Today we are again looking to the future - to achieve a

The Mission of Parks Canada

We work in co-operation with others to protect the Rideau Canal as a 19th century operating Canal and to foster an understanding of its national and international heritage value among Corridor residents, visitors and all Canadians.

vision of co-operative action as a way to protect Colonel By's Canal into the next century.

This is a shared vision. Each individual resident, visitor, commercial interest and government agency should see their role in this vision and the mutual benefits that can be derived from working together.

The time is right for building partnerships on the Rideau. The preparation of this plan, conservation strategies by the two conservation authorities, revision of Official Plans by most Canal Corridor municipalities, and a growing environmental awareness among Canadians provides the opportunity to work together and lay the foundation for achieving our shared vision.

The Vision of the Rideau Canal

- The Rideau Canal is managed in a manner that fully recognizes its status as a nationally significant 19th century engineering achievement contributing towards the preservation and presentation of Canadian and global heritage.
- The Canal's operating tradition as a functional navigable historic waterway is maintained.
- The Rideau Canal Corridor is internationally recognized as a model of sustainable use, offering a balance of protection, recreation and development.

Building on a tradition of co-operation, residents, municipalities, other government agencies, businesses, visitors and Parks Canada staff work in harmony towards a common future. New ways to support growth and provide a range of quality educational, recreational and tourism experiences are carried out while maintaining the heritage values of the Canal Corridor.

- The Rideau Canal Corridor is managed as an ecosystem resulting in a clean, usable system.

Through the co-operative actions of governments and individuals, Canal waters are suitable for activities such as fishing and swimming. Wetlands and other natural areas are protected, and fish and wildlife resources are managed to ensure their long-term integrity.

- The diversity of the Canal Corridor's cultural landscapes are protected and enhanced through wise land use and development decisions.
- Decisions on land use and protection are based on sound co-operative research and information to ensure development along the Canal Corridor takes place in a manner which respects the heritage values and ecological health of the Canal Corridor.
- The Rideau Canal is regarded as a valuable tourism and recreation resource contributing substantially to the economy of Eastern Ontario.
- The Rideau Canal is recognized and promoted as a component of the national and international cultural tourism industry.

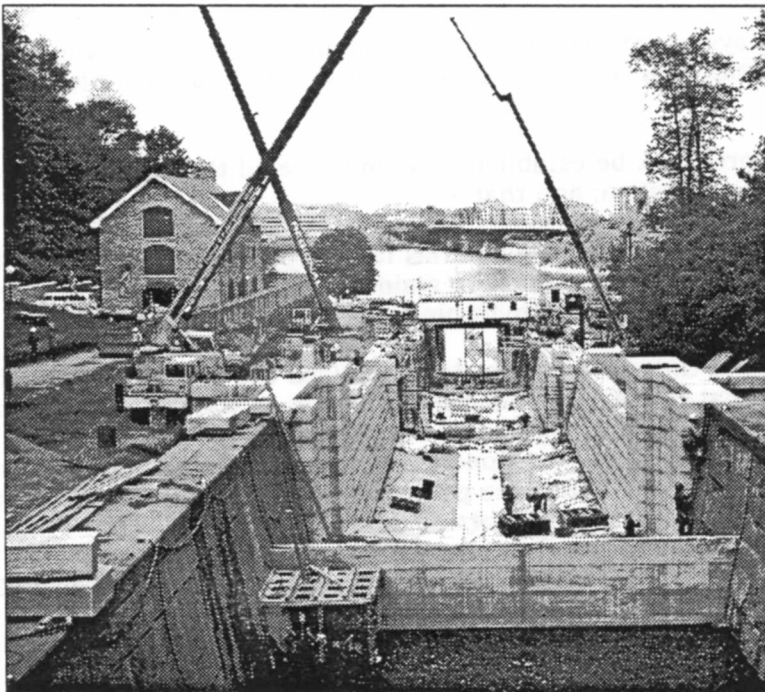
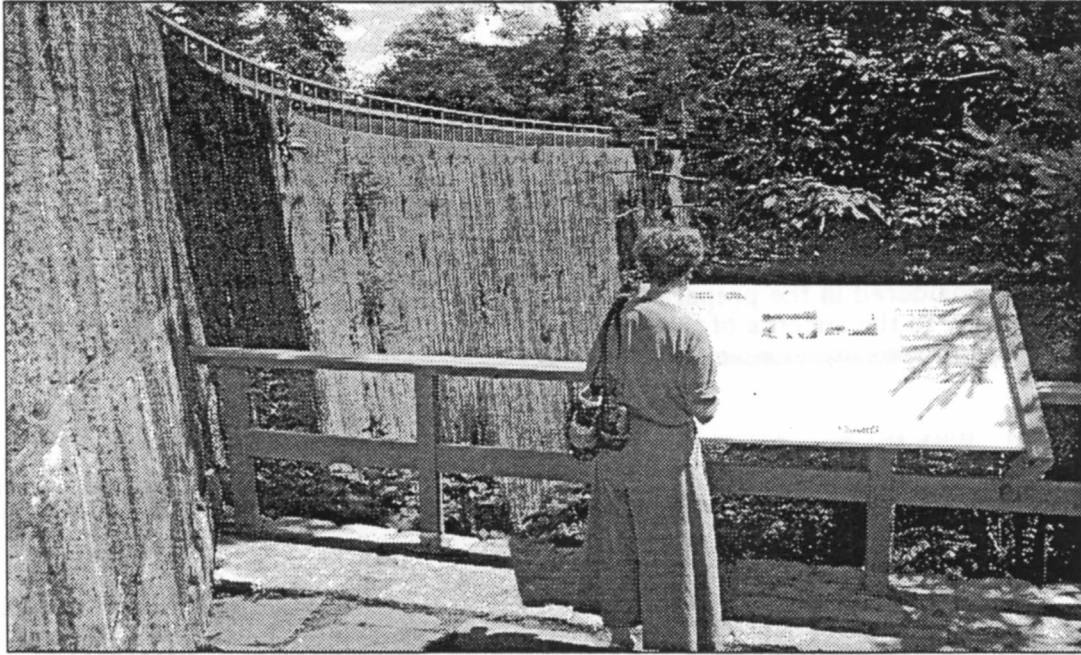
The Canal is an essential link in an integrated network of navigable inland waterways extending over a vast portion of northeastern North America. This network provides unique heritage tourism experiences.

- A variety of recreational activities - from boating and fishing to hiking and picnicking - are enjoyed by residents and visitors. The Canal Corridor partners work together to provide quality services on Canal lands and throughout the Canal Corridor to accommodate compatible recreational opportunities in a safe environment.
- People of all ages experience the Canal's unique learning opportunities through viewing and participating in activities along this 19th century operating Canal.

Museums, innovative interpretive programs, special community events and other media along the Canal and within Canal Corridor communities help residents and visitors understand and respect the link between the Canal's natural and cultural environments - past, present and future - and encourage them to share in the responsibility of protecting its future.

- Canal staff are proud of their stewardship role and display leadership through their actions.
- Residents and visitors are proud of the Rideau Canal Corridor - proud of the strong heritage flavour found within communities, at Canal lockstations and throughout the Canal Corridor, proud of its national importance and proud of their own accomplishments in ensuring a healthy environment is passed on to their children.

SECTION 2: Laying the Foundation



**"They are very
magnificent works and
done in a most
substantial manner"**

*Colonel Durnford
June, 1832*

SECTION 2 – Laying the Foundation

2.1 Purpose of the Plan

A management plan is a statement of the Government of Canada's policy. It outlines direction to protect, present and operate the Canal as a national treasure within the Canal Corridor. Many Parks Canada activities, particularly the operation, protection and presentation of this heritage, are already well managed within the financial resources made available. In other areas, such as natural resource management and shore land use, there is a need for co-operative action by individuals and governments.

We need to resolve the issues facing the Canal today, explore opportunities for tomorrow and respond to them. The Plan will not have all the answers, nor will it resolve each issue or direct future development in the Canal Corridor. It will provide a framework within which we can all work individually and together to protect and develop the Canal Corridor.

Public participation is essential to the future management of the Rideau Canal Corridor. Parks Canada will inform the public on its management practices and new initiatives to be undertaken through its own and co-operative efforts. The results of public consultation will be considered in the preparation of the final Plan. Public involvement is key to the success of this Plan.

2.2 Planning Background

With the transfer of the Rideau Canal from the Department of Transport to Parks Canada, emphasis has been placed on managing a heritage resource. Some of significant events and policies that have guided the management of the Rideau Canal are:

- 1926** The Minister responsible for Railways and Canals accepted the Historic Sites and Monuments Board recommendation that the Rideau Canal be declared of national historic significance.
- 1967** The Board reaffirmed the Rideau Canal to be of national historic significance and further recommended that:
- the entire lock system of the Rideau Canal, including locks, blockhouses, dams, weirs and original lockmasters' houses, be declared of national historic significance;
 - a National Historic Park be established to embrace all these structures and interpret the Canal system; and that
 - the Minister 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.

The Governments of Ontario and Canada recognized the new role of the Rideau Canal, as well as that of the Trent-Severn Waterway, as water-based recreation routes that possess nationally significant resources of human and natural history. In that year, the two governments launched the Canada-Ontario-Rideau-Trent-Severn (CORTS) Study to examine the potential and the problems associated with the evolving uses of the two Canal Corridors.

- 1972** The federal government demonstrated its concurrence with the spirit of the CORTS Report by transferring the operation and management of historic canals, including the Rideau, from the Department of Transport to the Conservation Program (Parks Canada) of the Department of Indian and Northern Affairs. Cabinet agreed to the transfer of the Rideau and Trent-Severn Canal systems, among others, to the Department of Indian and Northern Affairs on the "clear understanding that the Canal systems be maintained and operated with special regard to their important historical value".

- | | |
|-------------|---|
| 1975 | Ontario and Canada signed the CORTS Agreement, by which they agreed to cooperate to “develop a distinctive environmental corridor wherein a wide variety of recreational opportunities are made available to users in a safe, pleasant and interesting environment and where optimum recreational use is achieved”. |
| 1987 | The Historic Sites and Monuments Board reaffirmed the 1967 recommendation and went on to say that “the Rideau Canal is of outstanding national significance and the Program should, as previously recommended, establish it as a national historic park or failing that, manage it as such”. |
| 1988 | Parks Canada produced policies designed to guide use and development, minimize user conflicts, and preserve and present the natural and historical values of the Rideau Canal. These policies have served us well, providing a framework for responding to development and use proposals. |
| 1990 | In recognition of the need to provide more detailed direction for the protection, presentation and operation of the Canal and its setting, Parks Canada initiated the management planning program. |
| 1994 | The Guiding Principles and Operating Policies for Parks Canada were released. |

2.3 Definitions

Rideau Canal

Throughout this Plan, the terms “Rideau Canal” and “Rideau Canal Corridor” are used.

Parks Canada uses the term “Rideau Canal” to refer to the lands, waters, archaeological features, engineering structures and buildings under its direct jurisdiction.

The Rideau Canal is a waterway created by a combination of Canal channels and impoundments behind dams, which made the Rideau and Cataraqui Rivers navigable. The term has been used for over 160 years to describe the navigation route from Ottawa to Kingston. Only about 19 km of the Rideau Canal consist of artificially constructed channels. The remaining 183 km consists of the lakes and rivers of the Rideau and Cataraqui systems. The term “Rideau Canal” includes the Tay Canal - a branch off the Rideau system providing access to the Town of Perth. The Tay Canal is an integral part of the Rideau Canal and is managed according to the policies and principles in this plan.

The federal government claims ownership of the lockstations and other parcels of federal land (Canal Lands) and the bed of all lakes and rivers of the system up to the controlled water elevation.

Rideau Canal Corridor

The Rideau Canal is the spine of the Rideau Canal Corridor.

The “Rideau Canal Corridor” is a mosaic of related natural, historic and cultural features, intricately interwoven with the communities along the Canal’s length. The Canal Corridor can be thought of as a zone of influence for the Canal, its landscape and its people.

Watersheds of the Rideau Canal Corridor

The Rideau Canal forms the core waters of the Cataraqui and Rideau watersheds. The environmental health of the Canal is dependent upon the land use activities and water quality of its feeder lakes, rivers and streams. Parks Canada recognizes the importance of managing the watersheds on an ecosystem basis primarily through the activities of the individual residents, the Rideau Valley and Cataraqui Region Conservation Authorities, municipalities and government agencies. Co-ordination of planning and operational activities is essential to maintaining environmental quality.

SECTION 2 – Laying the Foundation

2.4 Who Does What Along the Rideau Canal Corridor

People Make it Happen

It takes a team to make the vision a reality - a team of professionals: communicators, biologists, operational and maintenance staff, planners, archaeologists and historians, water management specialists, engineers, curators and support staff, other government agencies and municipalities and a knowledgeable and involved public. This team must be committed and share their expertise and resources.

Together we can make it happen!

The Rideau Canal is managed by Parks Canada, in cooperation with our Canal Corridor partners, as a national historic site, a recreational waterway and as a natural environment. The Canal plays a vital role in tourism and recreation and contributes to the local economy.

The activities of all the agencies along the Rideau Canal Corridor complement each other. The following provides an overview of the roles of each agency. Further details are contained in Appendix I.

Parks Canada

The goal of Parks Canada is:

To preserve and present the Canal, its structures and natural environment as a functioning system of national historic significance, while at the same time operating and maintaining it as a waterway for recreational use. As well, Parks Canada will co-ordinate federal activities with those of the Province of Ontario, municipalities, and private interests to develop the Canal's recreational potential while preserving its historical and natural environment.

(Rideau Canal Theme and Objectives, 1989)

Provincial Agencies

Ministry of Natural Resources

The goal of the Ontario Ministry of Natural Resources is to contribute to the environmental, social and economic well-being of Ontario through the sustainable development of natural resources. The Ministry of Natural Resources is the lead provincial agency responsible for the management and protection of natural resources, including wetlands, and fish and wildlife populations and their habitats.

Ministry of the Environment and Energy

The goal of the Ministry of Environment and Energy is "To achieve and maintain a quality of environment – including air, water and land – that will protect human health and the ecosystem, and will contribute to the well-being of the people of Ontario".

Ministry of Culture, Recreation and Tourism

The Ministry of Culture, Recreation and Tourism is responsible for the protection and presentation of Ontario's cultural heritage, and provides technical and financial assistance in support of local preservation efforts. It is also responsible for the development of tourism and recreation opportunities in the province through collaboration with the public and private sectors.

SECTION 2 – Laying the Foundation

Federal Agencies

Ministry of Municipal Affairs

The Ministry of Municipal Affairs is the agency responsible for municipal land use planning, including the review and approval of municipal plans and subdivision applications.

Ministry of Agriculture and Food

The role of the Ministry of Agriculture and Food is to foster a competitive, economically viable and environmentally responsible agricultural industry.

Parks Canada works with the Environmental Protection Service of Environment Canada, The Canadian Coast Guard, and several other federal agencies in the management of the Canal.

National Capital Commission

The National Capital Commission is responsible for the co-ordination of all federal activities in the National Capital Region including safeguarding and presenting the Capital to all Canadians.

Conservation Authorities

Rideau Valley Conservation Authority

The role of the Rideau Valley Conservation Authority is to maintain and improve the quality of the valley environment through watershed planning, co-operative resource management and conservation awareness.

Cataraqui Region Conservation Authority

The role of the Authority is to foster an environmentally sound watershed through leadership, co-ordination and public participation.

Municipalities

Municipalities play a lead role in protecting the historic, natural and scenic values of the Canal Corridor through regulation of land use.

Interest Groups

Non-government organizations, such as lake and tourism associations, historical societies and fish and game clubs, represent the interests of a wide spectrum of Corridor residents. They play an integral role in protecting the heritage values of the Canal Corridor.

"The partnership approach is positive and should be effective if given active leadership and opportunities for the varied interests to 'opt in' . . . The partnership must be nurtured."

(Public Consultation)

"Improvement of the existing situation must be affected while at the same time ensuring that sustainable development is practiced in all future initiatives. The responsibility here is both private and public."

(Public Consultation)

"I feel that we must have a policy that will help minimize the rate of future development along the Rideau and wetland areas. I want to maintain what we now have for our children's future. As it is, my son will never know the serene beauty that I witnessed as a child."

(Public Consultation)

SECTION 2 – Laying the Foundation

2.5 Legislative Framework

Federal

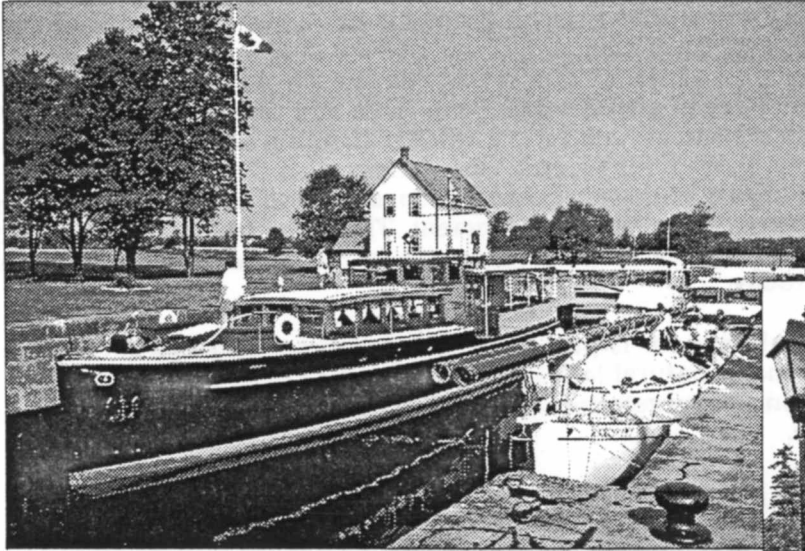
A large body of federal and provincial legislation is applicable to the Rideau Canal. The following summarizes some of the most pertinent acts.

- **Transport Act – Historic Canal Regulations:** address the management, maintenance, proper use and protection of historic canals administered by Parks Canada. They empower the Superintendent to operate and manage the Canal and regulate Canal activities.
- **Historic Sites and Monuments Act:** establishes the Historic Sites and Monuments Board (HSMB). The act provides for the administration, preservation and maintenance of national historic sites acquired by the Minister.
- **Canada Shipping Act – Small Vessel Regulations:** regulate boating activities on the Canal.
- **Fisheries Act - Regulations Respecting Fishing in the Province of Ontario:** protects fish, fish habitats and regulates harvests. In Ontario, the act is administered by the Ministry of Natural Resources.
- **Canadian Environmental Assessment Act:** establishes a framework for the environmental assessment process for projects requiring federal decisions or approval.
- **Canada Wildlife Act:** promotes and recommends measures for the encouragement of public co-operation in wildlife conservation and interpretation.
- **Navigable Waters Protection Act:** provides for the protection of navigable waterways with respect to work built or placed in, on, over, under, through or across any navigable waterway.

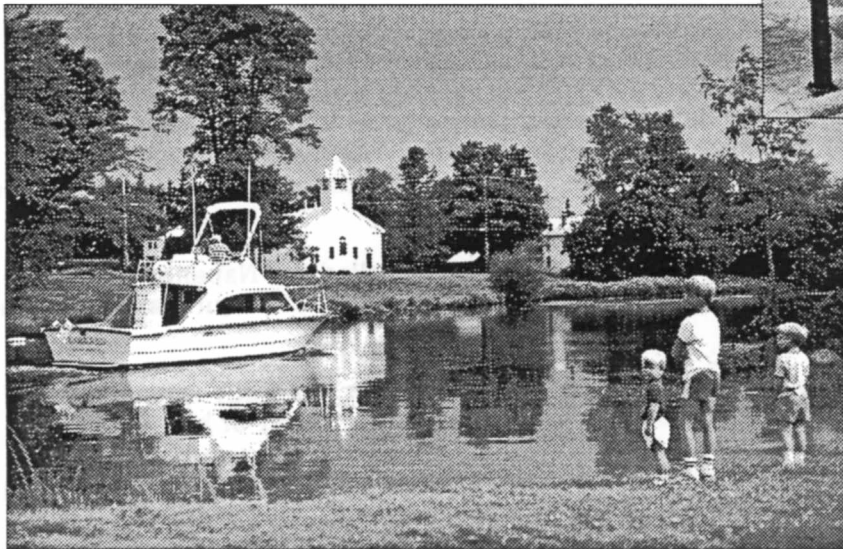
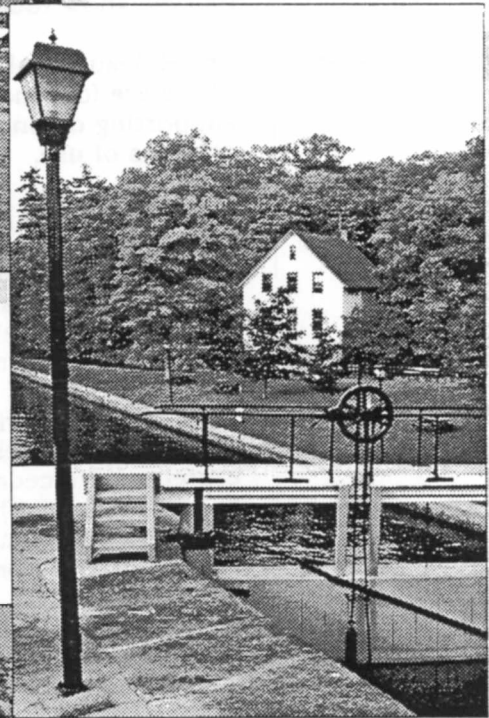
Provincial

- **Planning Act:** empowers municipalities to control land use through Official Plans, Zoning Bylaws, etc., provides a mechanism for agency and private sector involvement in the planning and development review process, and a way for the Province to issue policy statements on matters of provincial interest, e.g. the wetlands policy statement.
- **Heritage Act:** enables municipalities to protect heritage resources through designation and to establish heritage advisory groups.
- **Game and Fish Act:** provides for the management, perpetuation and rehabilitation of the wildlife resources in Ontario, and establishes and maintains a maximum wildlife population consistent with all other proper uses of lands and waters. The act is administered by the Ministry of Natural Resources.
- **Conservation Authorities Act and the Fill, Construction and Alteration to Waterways Regulations:** allows for establishment of and operation of conservation authorities and the undertaking of programs to further the conservation, restoration and development of natural resources.
- **Environmental Protection Act and the Regulations:** regulate the physical, chemical and bacteriological quality of the surface waters of Ontario.
- **Endangered Species Act:** provides for the conservation, protection, restoration and propagation of species of fauna and flora of the Province of Ontario that are threatened with extinction.

SECTION 3: Connecting the Canal Corridor: Past and Present



"A new way of seeing land — a right to roam — to share and protect — a recognition for open space over excessive development."
(Public Consultation)



SECTION 3 – Connecting the Canal Corridor: Past and Present

3.1 Introduction

It is important to understand the relationship - both past and present - of the land and its people within the Canal Corridor in order to look to the future. Presented here is a picture of the evolution and present state of the Canal Corridor - its natural setting and the impact of human activities on the landscape.

3.2 The Land

The planning of the Canal route, the types of engineering structures used and the materials employed in construction were heavily influenced by the landscape. Many of the construction problems can indeed be traced to the landscape.

The bedrock and glacial action shaped the lakes and rivers, created the falls and rapids, and influenced vegetation, wildlife habitats and settlement patterns. The final act was played out by man who, in less than 200 years, modified virtually every aspect of the land through construction of the Canal, lumbering, mining, agriculture, industry and settlement. These natural and human forces created the unique combination of resources in the Canal Corridor landscape that we know today.

The Natural Landscape

The Rideau Canal Corridor is part of the St. Lawrence Lowlands ecosystem. There are four major natural landscapes within the Canal Corridor, each supporting distinctive vegetation and wildlife, and each lending itself to certain patterns of use.

The Ottawa Clay Plain between Ottawa and Merrickville is a flat, glacial till plain which is overlain in lower areas by sand and clay. The Rideau River has in some areas cut deeply into the thick deposit of soil. The vegetation consists of sugar maple, elm and basswood on the upland sites, and ash, white cedar and alder in lowland areas. Wetlands once lined much of the shoreline, but adjacent land development has reduced the number and extent of these habitats.

Between Merrickville and Rideau Ferry lies the Smiths Falls Limestone Plain. The poorly drained shallow soil and exposed limestone support large stands of eastern white cedar, red maple and ash, while drier sites support sugar maple, beech, and elm. This area has some of the largest wetlands along the Canal, the Kilmarnock-Easton, Tay and Swale-Bacchus marshes being among the most extensive in the province.

The Frontenac Axis extension of the Canadian Shield dominates the rugged landscape between Rideau Ferry and Kingston Mills, giving it a wild and untamed appearance. The white pine and oak forests once fed a flourishing lumber industry. Deposits of deeper soils around Westport and south of Seeleys Bay allow for intensive agricultural activities. The flooding of low areas by Canal construction created large wetlands, especially in Newboro and Colonel By Lakes.

The Kingston area is part of a limestone belt called the Napanee Plain. One of the most important wetlands along the Canal - the Cataraqui Marsh - is found here.

The Natural Features

The natural features of the Rideau Canal Corridor generally reflect those of Eastern Ontario. The natural environment has a number of key values:

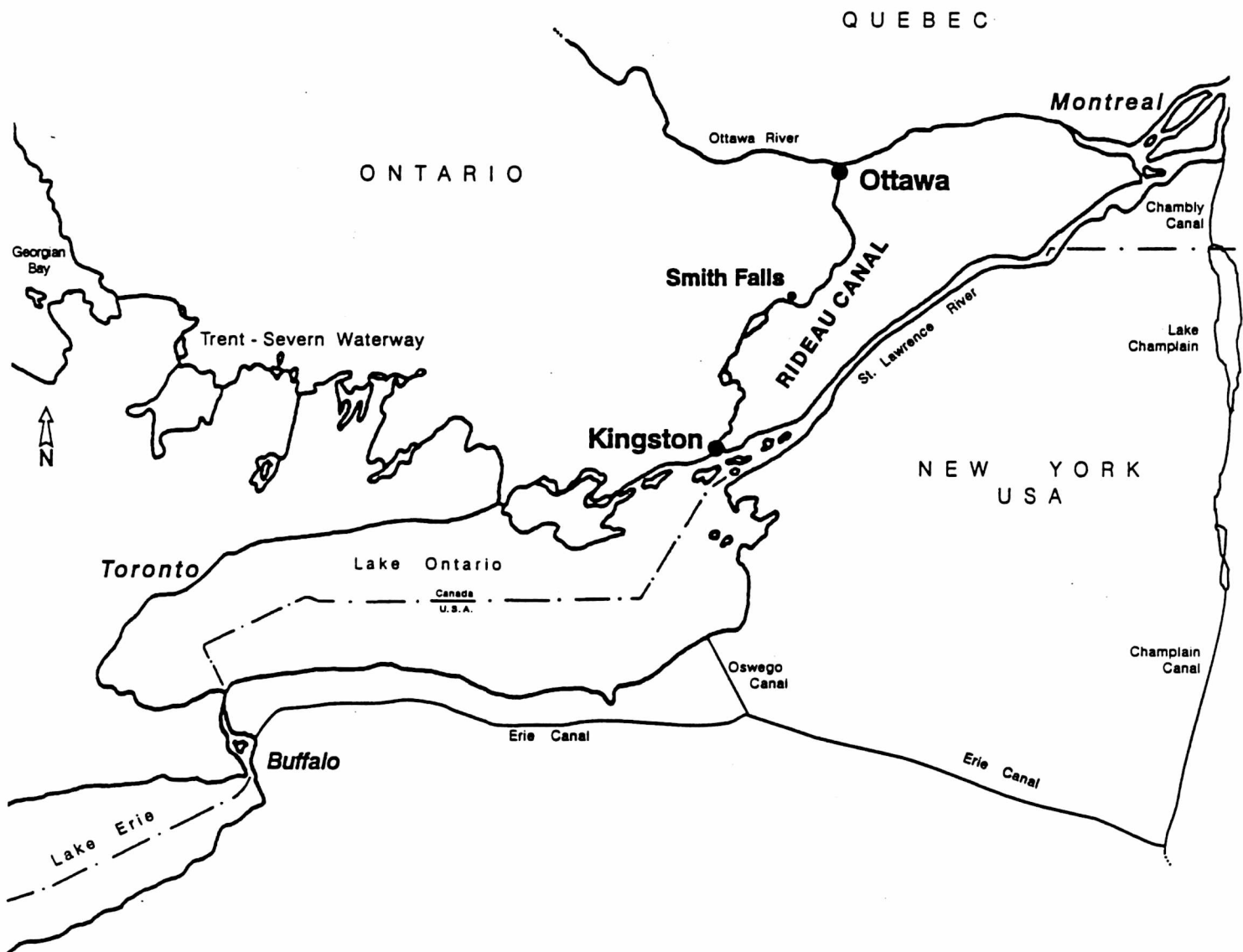
- its relationship with the design and construction of the Canal and subsequent roles in the settlement and development of the Canal Corridor;
- the setting provided for the historic waterway; and
- its role in maintaining environmental quality and sustaining life.

"... without natural environment and shoreline protection there will be no recreation and tourism or need for maintaining a historical environment."
(Public Consultation)

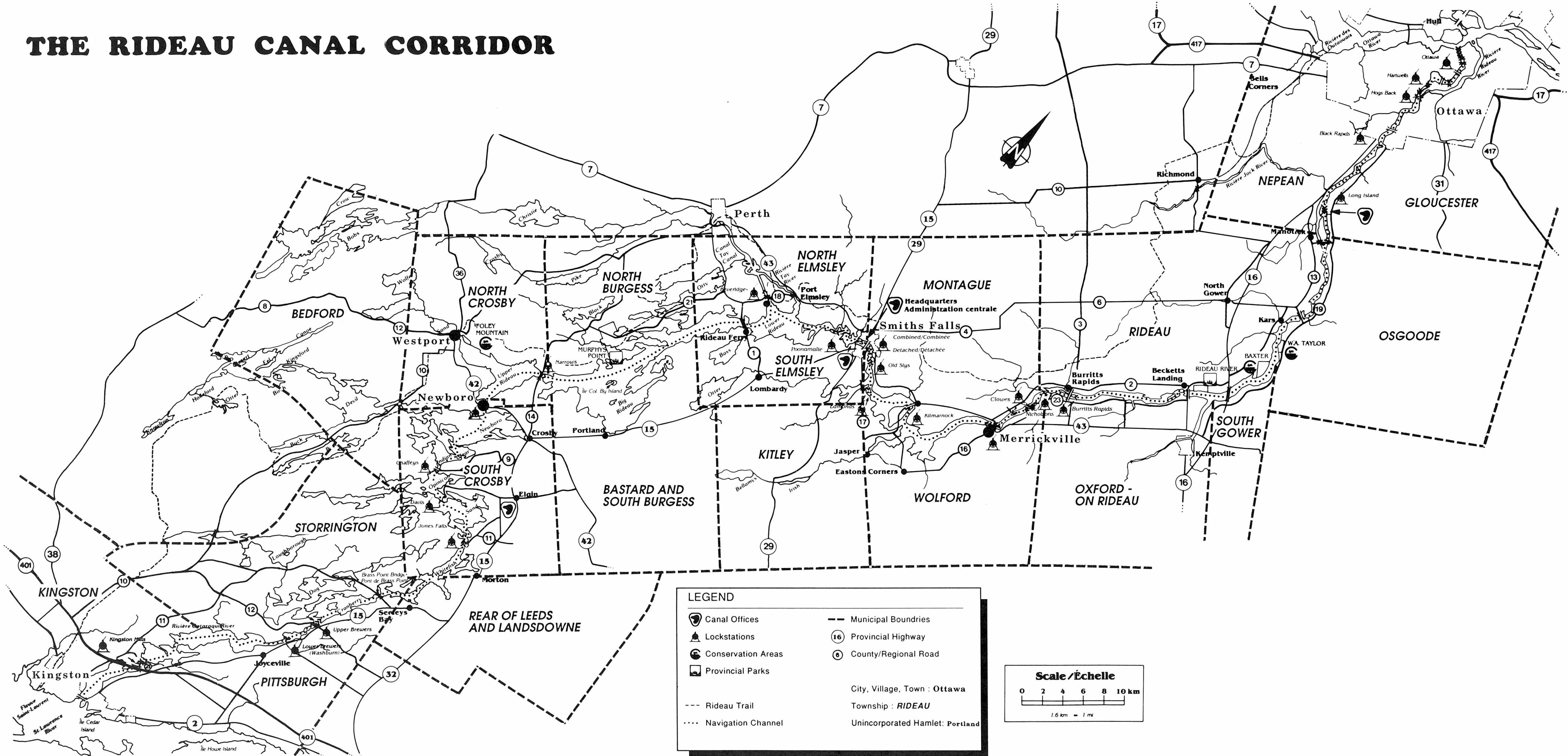


RIDEAU CANAL

REGIONAL SETTING



THE RIDEAU CANAL CORRIDOR



SECTION 3 – Connecting the Canal Corridor: Past and Present

Sixteen percent of the Canal's shoreline is wetlands (189 km). Thirteen wetlands are known to be provincially significant, representing 11 percent of all provincially significant wetlands in Eastern Ontario. Over half of the Canal's shore land is still undeveloped, a remarkable amount given the Canal's long history of use. These areas account for the Canal's natural beauty and contribute to the local tourism industry by providing opportunities for recreation, enjoyment and heritage appreciation.

3.3 The Water

"Rivers are the roots of our identity. We owe them our respect."

*(Jean Piggot, Chairperson, National Capital Commission,
at a presentation by the David Crombie Commission)*

Water Quality

Water is the thread that binds the Canal Corridor together. It is vital to life and to human use of the Canal Corridor: fish and wildlife, human settlement, industry, navigation, recreation, tourism, agriculture and power generation. A healthy watershed forms the basis for a healthy environment and is fundamental for continued existence and sustainable growth.

Prior to the construction of the Canal, the water of the two watersheds supported an abundance and diversity of fish and wildlife. Some lakes like Big Rideau have always been cold, clear and low in nutrients, while others such as Upper Rideau are naturally warm, murky and high in nutrients. The flooding of land for the Canal accelerated the natural process of change by releasing vast amounts of nutrients into the water, still affecting the water quality today on Upper Rideau, Newboro, Opinicon, Cranberry and Colonel By Lakes.

"The locks and canal structures are fundamental. Few of your glowing objectives will be achieved unless the water quality is improved and the land along the waterway is environmentally protected as well."
(Public Consultation)

Along with settlement and land clearing came logging which resulted in erosion, siltation and the destruction of fish habitat by the log drives. By the 1950s, agricultural use intensified, so too did the nutrient run-off from feed lots, fertilizer and pesticide use, grazing and intensive row cropping. The growth of towns and villages led to the release of sewage into the water. This sewage is still a significant source of nutrient loading. Storm water discharge is also a major problem, especially in the Ottawa area where beaches are often closed after major rainfalls.

Over the last 40 years, nutrient loading has increased as a result of cottage and home development. Seepage from tile beds and run-off from lawns and gardens have had a cumulative impact on water quality. The clearing of vegetation and loss of wetlands for shore land development has removed a natural buffer. All this activity has resulted in a change in water quality over the years. In some areas, the water looks unpleasant and has resulted in changes to the natural aquatic ecosystem.

There is no one source that can be identified as the main culprit. Instead, a small number of major sources, such as municipal sewage treatment plants and intensive agricultural operations, and thousands of minor sources in total have reduced the quality of the Canal's waters. We need to deal with all sources of pollution if we are to reverse this trend. Everyone must do their part to clean up the water and keep it clean.

Water Quantity

The Rideau Canal is part of two watersheds: the Rideau River, which flows north-east to Ottawa, and the Cataraqui River flowing south to Kingston. The summit of the Canal is Upper Rideau Lake at 123 meters above sea level. From there, the Canal drops 83 meters to Ottawa and 49 meters to Kingston. Water management has been an integral part of the operation of the Canal for over 160 years. Water levels on the Canal are regulated to ensure sufficient draft in the navigation channel during the operating season. A system of reservoir lakes supplies water to the Canal when necessary. These lakes are "drawn down" as required

SECTION 3 – Connecting the Canal Corridor: Past and Present

throughout the summer and lowered substantially in the fall. This procedure provides storage for the spring freshet waters, reduces flooding potential downstream and ensures sufficient water for the next season.

Water management is a delicate balancing act as it is not always possible to meet all the demands placed on this limited resource, especially during dry periods. Water levels must be managed to provide for through navigation while accommodating the diverse needs of natural resource management, recreation, flood abatement, municipal requirements and, where appropriate, hydro-electric power generation.

The water management policies and operating procedures of the Rideau Canal have been reviewed through the *Rideau Canal Water Management Study*. This study provides long-term direction for water management.

3.4 Human Activity

The Rideau Canal Corridor is generally a sparsely populated area, except for Kingston and Ottawa. Apart from the initial construction, 2,000 years of human use has steadily modified the Canal environment, a process which has accelerated dramatically in recent years.

The Human Landscape

Although there has been an interest in the Aboriginal history of the Rideau Canal area since 1895, actual archaeological knowledge of the area remains limited. The Rideau Canal Corridor and adjacent lands show evidence of occupation from as early as 5,000 B.C. (the Archaic Period). The route of the Rideau Canal was previously traversed by various Aboriginal cultures long before the arrival of Europeans. The natural waterways that now make up the Canal were used as transportation corridors to gain access from the St. Lawrence and Ottawa Rivers into the interior. The waterways were exploited for their fish, mollusks, wild rice, muskrats and waterfowl.

By the late 1700s, in a search for timber and farmland, settlers began to move northward from the St. Lawrence River to the Rideau Canal Corridor area. Early communities, such as Merrickville and Burritts Rapids, grew up around mill sites utilizing the natural waterfall power of the Rideau River.

Between 1826 and 1832, the builders of the Rideau Canal overcame natural barriers by constructing locks, dams, and artificial channels. Complex changes in the physical environment resulted. For example: the marsh at the Narrows resulted from the construction of the dam to back up the waters of Upper Rideau Lake; the drowned trees in Cranberry Lake stand in mute testimony to the flooding of the forested shores of Cranberry Bog; and Dow's Lake in Ottawa was created from Dow's Great Swamp.

During the early years of the Canal, the dense virgin forests were cleared, not only providing an immediate economic return from the lumber, but also setting the stage for subsequent land use patterns. The more fertile clay plains near Kingston and Ottawa developed prosperous farms, while other areas declined in use once the logging activity was complete. Industry in the Rideau Canal Corridor was based on regional natural resources. It included grist mills, sawmills, cheese factories and woolen mills.

Since the beginning of the 20th century, the Canal Corridor has rapidly developed as summer cottage country. The most recent impact on land use patterns in the Rideau Canal Corridor is increasing urbanization, particularly near Ottawa and Kingston.

All these activities have formed the basis of the Canal Corridor landscape as we know it today. The cultural landscape, characterized by concession roads, evenly spaced farmsteads and small fields surrounded by rail fences, is still evident in many parts of the Canal Corridor. The Canal Corridor contains some well preserved 19th century architecture, most notably the one and a half storey centre gable farmhouses built in stone, brick or wood. Remnants of early

SECTION 3 – Connecting the Canal Corridor: Past and Present

Agriculture

"What is needed is not so much regulations as enhanced research and development by government towards finding solutions towards what causes proven problems and creating harmless, effective substitutes."

(Public Consultation)

commercial and industrial structures remain intact in communities such as Merrickville. These landscapes and structures impart a sense of timelessness to the area, contributing to its charm and appeal.

The quest for agricultural land explained the European settlement of certain areas of the Rideau Canal Corridor. By the 1860s after 40 years of human activity, a wilderness had been transformed into a settled landscape with the clearing of two-thirds of the area. The 1890s were the golden years for agriculture, with dairy and grain production being the main activities. Today only one-third of the land is classified as improved. Dairying, beef farming and row cropping are the major agricultural activities, particularly between Merrickville and Ottawa, Westport and Newboro, and south of Seeleys Bay.

Clearing of the land altered wildlife habitats and led to increased soil erosion and siltation. The reduction in land under cultivation and better farming practices have generally reduced the amount of nutrients and pesticides entering the water, but more intensive land use has impaired water quality in some areas of the Canal Corridor, especially north of Merrickville. Research is required into environmentally friendly practices and products to support sustainable agriculture. It must be remembered, however, that the farming community has serious financial problems and would find it difficult to bear the cost of abatement without Government assistance.

The Canal's rural landscape is threatened. High land values, low farm receipts and favourable building sites on agricultural land provide the right conditions for residential development. Preservation of the rural landscape is critical if the Canal Corridor is to maintain its diversity and tourism appeal.

Shore Land Development

"I am pleased with the historical environment at lockstations but have some concern of development that changes shoreline environment."

(Public Consultation)

With the exception of Canal construction itself, development has done more to change the appearance of the Rideau Canal Corridor than any other human activity. In 1951, there were less than 1,000 cottages along the Rideau Canal, now there are over 6,000 cottages and hundreds of permanent homes. The character of the Canal shore land has evolved from wilderness and agricultural to developed and even suburban in some areas. Conversion of seasonal residences into permanent residences is occurring in the central and southern sections of the Canal, while new development is occurring rapidly in the northern section.

The townships along the Canal Corridor have benefitted from an increased tax base as a result of this development, and local residents have found employment in construction, service and retail businesses. On the other hand, cottage development and conversions have resulted in a demand for more services and a change in the character of the community.

Insensitive development has destroyed fish and wildlife habitats and wetlands, resulted in boating congestion problems and water pollution, and has not been in keeping with the area's traditional architecture and scenic beauty. There are some examples, however, of responsible development harmonious with the natural, historic and scenic qualities of the Canal.

Development will continue along the Canal. Parks Canada believes that development must occur in an environmentally sensitive manner, and is prepared to work with municipalities, developers, other government agencies and individual residents to ensure sensitive development, which protects the natural and cultural environment.

SECTION 3 – Connecting the Canal Corridor: Past and Present

Urban Growth

"Maintaining the historical character of the Canal is not exclusive from improving the ecology. Care and consideration of the waterfront with all new buildings set back to preserve the natural shoreline and foliage will help."

(Public Consultation)

There are four cities, three towns, three villages and a number of hamlets along the Canal. Kingston, Ottawa, Smiths Falls, Perth, Kemptville, Merrickville and Westport have varying degrees of sewage treatment, while Manotick, Portland, Seeleys Bay and Newboro are on private services. None of these communities have storm water treatment facilities. Collectively, their impact on water quality, especially after a rainfall and during the peak summer season, can be substantial. Growth in any of these communities would likely result in more pollution entering Canal waters. In the long term, further measures are necessary to reduce pollution from these sources.

Canal Corridor towns, villages and hamlets contain some of the best examples of Ontario's built heritage. Over 3,000 pre-1880 structures have been recorded by the Canadian Inventory of Historic Buildings in the Cities of Ottawa and Kingston, while another 1,600 have been recorded in the towns, villages and countryside along the Canal. Some villages, such as Merrickville, have the majority of their structures in the inventory.

Preservation of the small town charm and heritage resources of these communities is desirable. The heritage value and tourism potential of these communities can only be enhanced by new development, which respects their historic character.

Fishing and Hunting

The Rideau Canal has been considered a "sportsman's paradise" since the early part of the century. The Canal Corridor's diverse environment provides some of the best fishing and upland game and waterfowl hunting in Ontario. For over 100 years, communities such as Chaffey's Lock and Newboro have catered to the needs of fishermen and hunters, a tradition that still continues and which is an important part of the local economy.

The majority of Canal waters support a warm water fishery of northern pike, smallmouth and largemouth bass, walleye and sunfish, while Big Rideau Lake is a cold water fishery supporting lake trout. Muskellunge are found in certain sections of the system.

There are several problems facing the fisheries throughout the waterway, including continued and increased fishing pressures, and incremental loss of shoreline habitat.

Waterfowl and small game hunting occurs along much of the Canal and is enjoyed by local residents and tourists. Upland species, such as rabbit, grouse and deer, are hunted throughout the Canal Corridor. Their harvest is regulated by the provincial government. One migratory bird sanctuary and numerous fish sanctuaries are located along the Canal.

Fur trapping of muskrat, beaver and mink is a common activity along certain sectors of the Canal Corridor. The location and intensity of bullfrog, snapping turtle and wild rice harvesting is not well documented. There is, however, a growing concern over declining snapping turtle and bullfrog populations.

Recreation and Tourism

The Rideau Canal Corridor has been a popular recreation destination since the 1870s. Its combination of fishing, boating and cottage opportunities, in a scenic setting with easy access by steamer and rail, stimulated the growth of the tourism industry in the lakes district. By the 1890s, a number of hotels had been established and private cottages were beginning to appear.

Today, the facilities, services and programs of the Canal accommodate the educational and recreational pursuits of a regional population estimated at one million. Visitation to the Renfrew/Kingston Tourism zone, in which the Canal is situated, is estimated at 13.9 million, including four million visitors to the National Capital Region.

SECTION 3 – Connecting the Canal Corridor: Past and Present

Land-based visitation to the Canal lockstations is estimated at one million while another 1.4 million people use the Canal during Winterlude - a winter festival in Ottawa. Lockstations offer visitors and local residents a wide range of opportunities to understand, appreciate and enjoy the Rideau Canal as a 19th century operating canal. People come to the Canal for:

- water related activities - boating, fishing, swimming;
- Canal activities that are designed to help them understand part of their Canadian heritage; and/or for
- relaxing and spending time with family and friends in a heritage setting.

Boating has been the predominant recreational activity on the Canal for over 100 years. First came the steamboats in the 1880s followed by small gas powered motor launches. By the 1940s, outboards and small runabouts became popular and within reach of most people. Today, fibreglass cruisers and runabouts make up the majority of boats on the Canal.

Since the 1960s, there has been a steady increase in boat traffic. On average, over 90,000 boats (over 317,000 people) use the locks each year. The most popular activity is day tripping by local residents. The actual number of boats is substantially higher, as many boaters use Canal waters but do not lock through.

With more shore land development, use of the system is expected to increase. While there is generally sufficient room to accommodate more boats, there are sections of the Canal where volume and speed have resulted in conflicts, safety concerns and environmental damage. These problems must be addressed.

3.5 The Economic Impact

Rideau Canal Structures

National Historic Sites, by their very nature, are irreplaceable. The Rideau Canal is comprised of over 430 physical assets, including locks (three are non-operational), dams, weirs, wharves, bridges, buildings, grounds and miscellaneous structures. Today's replacement cost of Canal structures is estimated to be just over \$400 million and ranks second in total asset value within Parks Canada's jurisdiction and accounts for approximately 44% of Ontario Region's asset base and 8% of Parks Canada's entire asset base (*Preliminary Asset Resource Report*).

The Canal's operating and capital expenditures are costly; some \$10 to \$12 million is spent annually.

Economic Impact

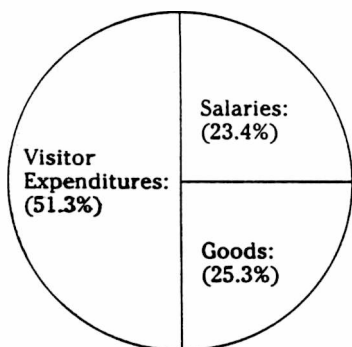
The Rideau Canal is a multi-million dollar facility in Ontario. Its importance can be summarized by noting that \$19.8 million of Ontario's Gross Domestic Product (GDP) is associated with expenditures made by Canal visitors and Parks Canada. This is a substantial contribution towards provincial economic activity. Compared to Parks Canada expenditures of almost \$12 million, the associated GDP value represents a substantial Ontario benefit beyond government expenditures involved in the Canal's operation.

On a provincial level, direct visitor spending exceeds expenditures for operating and improving the system. For the \$11 million invested by Parks Canada in capital and operational costs, there is an additional \$12 million of expenditures by visitors. That is, the Canal brings forth more than \$1 of direct private expenditure for every \$1 of government expenditure.

The direct and indirect Parks Canada and visitor expenditures can also be translated into incomes and jobs. Total labour income accruing to workers is over \$15 million, or almost 600 person years of employment. (*Economic Impact Analysis of Canals, National Historic Sites and National Parks in Ontario*, March 1992).

SECTION 3 – Connecting the Canal Corridor: Past and Present

Source of Direct Expenditures



These results are underestimated as they include only visitors directly counted at Parks Canada lockstations. Visitors who access the Canal between lockstations are not included in these economic impact calculations. The same is also true for many of the special events that take place along the Canal. If data were available to factor these visitors into the calculations, the results would be significantly higher.

For example, estimates are available for both Winterlude and summer visitors to the National Capital Region visiting the Canal, but not at a lockstation. When these estimates are figured into the equation, the Canal-related direct expenditure base is estimated at \$46.5 million (\$24.5 Parks Canada and visitor-related expenditures, \$20.6 Winterlude and \$1.2 million National Capital Commission "missed" visitor expenditures).

The Rideau Canal is a significant employer in the region and helps to create a large number of private sector jobs. In terms of income and jobs created, the Rideau Canal contributes \$13.9 million in labour income and 558 person years of employment.

Spending by Parks Canada has had positive effects on the economies along the Canal by helping to diversify the economic base of the Rideau Canal system. Evidence of the economic impact of Parks Canada spending can be seen in the Southern Area of the Canal where visitor spending is over twice that of government. This is a strong indication of the positive effects Parks Canada expenditures have towards the stimulation of tourism and other economic activities.

Developments, including marinas and resorts, located along the system depend not just on waterfront access, but upon the traffic generated by the operation of the Canal and the integrity of the natural and cultural resources. The substantial number of cottages and second homes on the system keeps many persons in the region for longer periods than would otherwise be the case without the Canal as a recreation anchor point. While these and other aspects of the Canal's impact are genuine, they are either totally or largely excluded from the above economic calculations and, therefore, the impacts indicated here tend to be substantial underestimates of the overall impacts of Canal operation.

There are non-economic benefits not addressed in this section that contribute to Ontario and the local area. These include benefits related to recreational, educational, cultural, scientific and ecological processes. While these contributions are difficult to quantify, they represent a substantial benefit to local residents and visitors which makes the Canal Corridor a more desirable place to live and visit.

**SUMMARY OF IMPACTS FOR:
RIDEAU CANAL, Main Estimate**

	EXPENDITURES		TYPES OF IMPACTS		
	PC	VISITORS	GDP	LABOUR INCOME	EMPLOYMENT (Person Years)
Direct	\$11,963,653	\$12,616,794	\$13,731,280	\$11,783,816	456
Indirect			\$6,130,721	\$3,853,580	136
EXPENDITURE COMPOSITION					
	Dollars	%			
TOTALS	\$24,580,447	100	\$19,862,001	\$15,637,396	592
Salaries:	\$5,755,775	23			
Goods:	\$6,207,877	25			
Visitor Expenditures:	\$12,616,794	51			

¹ The models used to reflect the various impacts of expenditures differ between the provincial and local levels. The local impacts include a more complex level of calculations which include additional levels of expenditures that are not accounted for in the provincial impact. This is reflected in relatively higher impacts for GDP, labor income and employment at the local levels. See *Economic Impact Analysis of Canals, National Historic Sites and National Parks in Ontario*, March 1992 for a more complete explanation.

SECTION 4: Guiding Principles for the Management of the Rideau Canal Corridor



"To retain its appeal to tourists, together with its historical integrity and responsibilities for the preservation of nature, the canal needs to be operated as an ecosystem in the broadest sense. This implies a continuing commitment to co-operation among the three levels of government and a variety of private sectors of interest — nature, tourism, cottages, municipalities, etc."

(Public Consultation)

SECTION 4 – Guiding Principles for the Management of the Rideau Canal Corridor

4.1 Introduction

“We did not inherit this land from our ancestors but rather, we are borrowing it from our children.”

Anonymous

In an ecosystem, everything is connected to everything else - the air, land, water and living organisms, including humans. The Rideau Canal must be planned, developed and managed using an ecosystem approach. A healthy economy is dependent upon the environmental and social well-being of the Canal Corridor. The Rideau Canal should be a diverse, healthy, integrated ecosystem. This requires the co-ordinated efforts of all levels of government, the private sector and individuals.

AN ECOSYSTEM . . .

is a network of living things (such as plants and animals, including humans) and non-living components of their environment (such as air, soil and water), interacting with each other and with other ecosystems.

The ecosystem approach means:

- Adopting a holistic view of the natural (and cultural) world.
- Recognizing complexity and interconnections.
- Taking account of the dynamic nature and finite capacities of ecosystems.
- Encouraging collaboration among all those whose activities affect ecosystems.

(Looking Ahead: A Wildlife Strategy for Ontario)

To guide the management of cultural and natural resources under its jurisdiction, Parks Canada works within the framework set out in several policies and processes. For the Rideau Canal, the following are directly applicable:

- *Historic Canals Policy*
- *Cultural Resources Management Policy (CRM)*
- *Federal Heritage Buildings Policy*
- *National Parks Policy, Section 3: Resource Protection*
- *Environmental Assessment and Review Process (EARP).*

Parks Canada policies and processes, which are based on the philosophy of sustainable use and development, form the basis for the development of the guiding principles for the Rideau Canal Corridor. They provide a framework within which the public and private sectors and individuals should conduct their business to achieve a common vision for the Rideau Canal Corridor.

4.2 Guiding Principles

The Guiding Principles provide direction for the Results in Section 6. They form a link between the vision and the results. It is essential that these principles be widely understood, accepted and used to guide all actions if the vision for the Rideau Canal Corridor is to be achieved.

The Rideau Canal Corridor must be seen as a whole: all elements make a contribution to its value.

Stewardship

The long-term environmental health and protection of the heritage character of the Rideau Canal Corridor are dependent on the collective actions of watershed and Corridor residents, businesses, visitors and governments.

- Education programs and opportunities for public involvement in the protection of the Rideau Canal Corridor should foster pride, ownership and stewardship of its natural and heritage values.

Partnerships

Co-ordinated activities between the public and governments are essential to achieve a common vision for the Rideau Canal Corridor. This requires:

SECTION 4 – Guiding Principles for the Management of the Rideau Canal Corridor

	• coordinated planning and management of activities; • clear definition of roles and responsibilities; • ongoing consultation and communication with staff and the public; • co-operative research and monitoring efforts; • identifying creative initiatives, e.g., land trusts, increased volunteer programming and partnership agreements; and • co-ordination of enforcement activities. • partnerships with communities, stakeholders and the private sector.
Historic	Development and use of the Rideau Canal Corridor should be in harmony with the Canal's character and traditions as a national historic site and symbol of Canada's identity. • The heritage character of the Rideau Canal Corridor's rural and urban cultural landscapes should be protected and, where appropriate, enhanced. • Heritage traditions unique to the Rideau Canal Corridor should be identified and retained. • Cultural resources, including buildings, engineering works and archaeological resources, within the Rideau Canal Corridor should be evaluated, protected and, where appropriate, presented to the public.
Natural	The protection of the Rideau Canal Corridor's natural environment should be viewed as an integral part of economic and social activities, not something to be traded off against them. This is the concept of sustainable use. An ecosystem approach to the development and use is fundamental to a healthy environment. • The cumulative impact of development on the Rideau Canal Corridor's environment should be considered in any decision-making. • The diversity and productivity of ecological communities should be maintained and, where necessary, restored. • Resource harvesting and other economic activities dependent upon the Rideau Canal Corridor's natural resources should be managed to ensure sustainable use. • The natural environment is an integral component of the Rideau Canal Corridor's cultural landscape.
Clean	The health of the Rideau Canal Corridor depends upon the health of the two watersheds of which the Canal is a part. • There should be no net deterioration in water quality. • The water quality of the Canal should be suitable for fishing, swimming and other water-related activities without risk of illness or discomfort. • The water should provide suitable habitat for a diversity of aquatic and upland ecosystems.
Usable	Tourism and recreation are, and should continue to be, major sustainable uses of the Rideau Canal Corridor contributing significantly to the regional economy. • Tourism and recreation should: – contribute towards the Rideau Canal Corridor's social and economic well-being; – have minimal impact on the Rideau Canal Corridor's natural and cultural resources; and – benefit both local residents and visitors.

SECTION 4 – Guiding Principles for the Management of the Rideau Canal Corridor

Financially Sustainable

- The Rideau Canal Corridor should support a mix of public and private uses through the provision of:
 - facilities and services to meet the needs of residents and visitors;
 - recreational opportunities which are in harmony with concerns for public safety, environmental quality and heritage conservation;
 - learning opportunities to promote the values of heritage protection for maintaining quality of life;
 - year round recreation, tourism and learning opportunities; and
 - activities and related facilities and services that are within the financial reach of all income groups.
- Those facilities and services necessary to support appropriate recreational activities along the Rideau Canal Corridor should be provided by the private sector wherever possible.
- Water levels will be managed for through navigation while accommodating the needs of:
 - natural resources to maintain the diversity and integrity of habitats and species;
 - recreation;
 - flood abatement;
 - municipal water requirements; and where appropriate,
 - hydro-electric power generation.
- Public facilities and services should be safe, secure and inviting; project a consistent high quality image; and environmentally friendly.

Protecting the Canal's historic and natural values benefits all Canadians. However, decreasing funds will require the Canal to recover a fair portion of the cost of providing services and facilities for personal use in order to keep the Canal in operation.

- The protection of the historic and natural features of the Canal is a public benefit and should be borne by all taxpayers.
- Users deriving a personal benefit from the operation of the Canal and the use of Canal lands and water will be required to pay a fair portion of the cost of the service.
- Cost recovery and fees will be guided by the following:

Fairness: The cost of services should be borne by those who benefit from those services directly.

Appropriateness: All services with user fees should support the Parks Canada mandate.

Efficiency: User fees should be cost effective and reflect the willingness-to-pay of the public.

Simplicity: Fees must be clearly and easily understood by the public.

Benefit: User fees must reflect the value of the service for which they are paid.

- The Rideau Canal will ensure that services are provided in the most cost-effective manner possible.

Diverse

The beauty of the Rideau Canal Corridor, which includes its natural and cultural environment, is enhanced by its diversity. Landforms, vegetation, building design and materials, farming and fishing and local traditions all create a precious variety that should be maintained. Protection of the Rideau Canal Corridor environment contributes towards protecting Canada's diversity.

SECTION 3 – Connecting the Canal Corridor: Past and Present

Sixteen percent of the Canal's shoreline is wetlands (189 km). Thirteen wetlands are known to be provincially significant, representing 11 percent of all provincially significant wetlands in Eastern Ontario. Over half of the Canal's shore land is still undeveloped, a remarkable amount given the Canal's long history of use. These areas account for the Canal's natural beauty and contribute to the local tourism industry by providing opportunities for recreation, enjoyment and heritage appreciation.

3.3 The Water

"Rivers are the roots of our identity. We owe them our respect."

*(Jean Piggot, Chairperson, National Capital Commission,
at a presentation by the David Crombie Commission)*

Water Quality

Water is the thread that binds the Canal Corridor together. It is vital to life and to human use of the Canal Corridor: fish and wildlife, human settlement, industry, navigation, recreation, tourism, agriculture and power generation. A healthy watershed forms the basis for a healthy environment and is fundamental for continued existence and sustainable growth.

Prior to the construction of the Canal, the water of the two watersheds supported an abundance and diversity of fish and wildlife. Some lakes like Big Rideau have always been cold, clear and low in nutrients, while others such as Upper Rideau are naturally warm, murky and high in nutrients. The flooding of land for the Canal accelerated the natural process of change by releasing vast amounts of nutrients into the water, still affecting the water quality today on Upper Rideau, Newboro, Opinicon, Cranberry and Colonel By Lakes.

"The locks and canal structures are fundamental. Few of your glowing objectives will be achieved unless the water quality is improved and the land along the waterway is environmentally protected as well."
(Public Consultation)

Along with settlement and land clearing came logging which resulted in erosion, siltation and the destruction of fish habitat by the log drives. By the 1950s, agricultural use intensified, so too did the nutrient run-off from feed lots, fertilizer and pesticide use, grazing and intensive row cropping. The growth of towns and villages led to the release of sewage into the water. This sewage is still a significant source of nutrient loading. Storm water discharge is also a major problem, especially in the Ottawa area where beaches are often closed after major rainfalls.

Over the last 40 years, nutrient loading has increased as a result of cottage and home development. Seepage from tile beds and run-off from lawns and gardens have had a cumulative impact on water quality. The clearing of vegetation and loss of wetlands for shore land development has removed a natural buffer. All this activity has resulted in a change in water quality over the years. In some areas, the water looks unpleasant and has resulted in changes to the natural aquatic ecosystem.

There is no one source that can be identified as the main culprit. Instead, a small number of major sources, such as municipal sewage treatment plants and intensive agricultural operations, and thousands of minor sources in total have reduced the quality of the Canal's waters. We need to deal with all sources of pollution if we are to reverse this trend. Everyone must do their part to clean up the water and keep it clean.

Water Quantity

The Rideau Canal is part of two watersheds: the Rideau River, which flows north-east to Ottawa, and the Cataraqui River flowing south to Kingston. The summit of the Canal is Upper Rideau Lake at 123 meters above sea level. From there, the Canal drops 83 meters to Ottawa and 49 meters to Kingston. Water management has been an integral part of the operation of the Canal for over 160 years. Water levels on the Canal are regulated to ensure sufficient draft in the navigation channel during the operating season. A system of reservoir lakes supplies water to the Canal when necessary. These lakes are "drawn down" as required

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throughout the summer and lowered substantially in the fall. This procedure provides storage for the spring freshet waters, reduces flooding potential downstream and ensures sufficient water for the next season.

Water management is a delicate balancing act as it is not always possible to meet all the demands placed on this limited resource, especially during dry periods. Water levels must be managed to provide for through navigation while accommodating the diverse needs of natural resource management, recreation, flood abatement, municipal requirements and, where appropriate, hydro-electric power generation.

The water management policies and operating procedures of the Rideau Canal have been reviewed through the *Rideau Canal Water Management Study*. This study provides long-term direction for water management.

3.4 Human Activity

The Rideau Canal Corridor is generally a sparsely populated area, except for Kingston and Ottawa. Apart from the initial construction, 2,000 years of human use has steadily modified the Canal environment, a process which has accelerated dramatically in recent years.

The Human Landscape

Although there has been an interest in the Aboriginal history of the Rideau Canal area since 1895, actual archaeological knowledge of the area remains limited. The Rideau Canal Corridor and adjacent lands show evidence of occupation from as early as 5,000 B.C. (the Archaic Period). The route of the Rideau Canal was previously traversed by various Aboriginal cultures long before the arrival of Europeans. The natural waterways that now make up the Canal were used as transportation corridors to gain access from the St. Lawrence and Ottawa Rivers into the interior. The waterways were exploited for their fish, mollusks, wild rice, muskrats and waterfowl.

By the late 1700s, in a search for timber and farmland, settlers began to move northward from the St. Lawrence River to the Rideau Canal Corridor area. Early communities, such as Merrickville and Burritts Rapids, grew up around mill sites utilizing the natural waterfall power of the Rideau River.

Between 1826 and 1832, the builders of the Rideau Canal overcame natural barriers by constructing locks, dams, and artificial channels. Complex changes in the physical environment resulted. For example: the marsh at the Narrows resulted from the construction of the dam to back up the waters of Upper Rideau Lake; the drowned trees in Cranberry Lake stand in mute testimony to the flooding of the forested shores of Cranberry Bog; and Dow's Lake in Ottawa was created from Dow's Great Swamp.

During the early years of the Canal, the dense virgin forests were cleared, not only providing an immediate economic return from the lumber, but also setting the stage for subsequent land use patterns. The more fertile clay plains near Kingston and Ottawa developed prosperous farms, while other areas declined in use once the logging activity was complete. Industry in the Rideau Canal Corridor was based on regional natural resources. It included grist mills, sawmills, cheese factories and woolen mills.

Since the beginning of the 20th century, the Canal Corridor has rapidly developed as summer cottage country. The most recent impact on land use patterns in the Rideau Canal Corridor is increasing urbanization, particularly near Ottawa and Kingston.

All these activities have formed the basis of the Canal Corridor landscape as we know it today. The cultural landscape, characterized by concession roads, evenly spaced farmsteads and small fields surrounded by rail fences, is still evident in many parts of the Canal Corridor. The Canal Corridor contains some well preserved 19th century architecture, most notably the one and a half storey centre gable farmhouses built in stone, brick or wood. Remnants of early

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Agriculture

"What is needed is not so much regulations as enhanced research and development by government towards finding solutions towards what causes proven problems and creating harmless, effective substitutes."

(Public Consultation)

commercial and industrial structures remain intact in communities such as Merrickville. These landscapes and structures impart a sense of timelessness to the area, contributing to its charm and appeal.

The quest for agricultural land explained the European settlement of certain areas of the Rideau Canal Corridor. By the 1860s after 40 years of human activity, a wilderness had been transformed into a settled landscape with the clearing of two-thirds of the area. The 1890s were the golden years for agriculture, with dairy and grain production being the main activities. Today only one-third of the land is classified as improved. Dairying, beef farming and row cropping are the major agricultural activities, particularly between Merrickville and Ottawa, Westport and Newboro, and south of Seeleys Bay.

Clearing of the land altered wildlife habitats and led to increased soil erosion and siltation. The reduction in land under cultivation and better farming practices have generally reduced the amount of nutrients and pesticides entering the water, but more intensive land use has impaired water quality in some areas of the Canal Corridor, especially north of Merrickville. Research is required into environmentally friendly practices and products to support sustainable agriculture. It must be remembered, however, that the farming community has serious financial problems and would find it difficult to bear the cost of abatement without Government assistance.

The Canal's rural landscape is threatened. High land values, low farm receipts and favourable building sites on agricultural land provide the right conditions for residential development. Preservation of the rural landscape is critical if the Canal Corridor is to maintain its diversity and tourism appeal.

Shore Land Development

"I am pleased with the historical environment at lockstations but have some concern of development that changes shoreline environment."

(Public Consultation)

With the exception of Canal construction itself, development has done more to change the appearance of the Rideau Canal Corridor than any other human activity. In 1951, there were less than 1,000 cottages along the Rideau Canal, now there are over 6,000 cottages and hundreds of permanent homes. The character of the Canal shore land has evolved from wilderness and agricultural to developed and even suburban in some areas. Conversion of seasonal residences into permanent residences is occurring in the central and southern sections of the Canal, while new development is occurring rapidly in the northern section.

The townships along the Canal Corridor have benefitted from an increased tax base as a result of this development, and local residents have found employment in construction, service and retail businesses. On the other hand, cottage development and conversions have resulted in a demand for more services and a change in the character of the community.

Insensitive development has destroyed fish and wildlife habitats and wetlands, resulted in boating congestion problems and water pollution, and has not been in keeping with the area's traditional architecture and scenic beauty. There are some examples, however, of responsible development harmonious with the natural, historic and scenic qualities of the Canal.

Development will continue along the Canal. Parks Canada believes that development must occur in an environmentally sensitive manner, and is prepared to work with municipalities, developers, other government agencies and individual residents to ensure sensitive development, which protects the natural and cultural environment.

SECTION 3 – Connecting the Canal Corridor: Past and Present

Urban Growth

"Maintaining the historical character of the Canal is not exclusive from improving the ecology. Care and consideration of the waterfront with all new buildings set back to preserve the natural shoreline and foliage will help."

(Public Consultation)

There are four cities, three towns, three villages and a number of hamlets along the Canal. Kingston, Ottawa, Smiths Falls, Perth, Kemptville, Merrickville and Westport have varying degrees of sewage treatment, while Manotick, Portland, Seeleys Bay and Newboro are on private services. None of these communities have storm water treatment facilities. Collectively, their impact on water quality, especially after a rainfall and during the peak summer season, can be substantial. Growth in any of these communities would likely result in more pollution entering Canal waters. In the long term, further measures are necessary to reduce pollution from these sources.

Canal Corridor towns, villages and hamlets contain some of the best examples of Ontario's built heritage. Over 3,000 pre-1880 structures have been recorded by the Canadian Inventory of Historic Buildings in the Cities of Ottawa and Kingston, while another 1,600 have been recorded in the towns, villages and countryside along the Canal. Some villages, such as Merrickville, have the majority of their structures in the inventory.

Preservation of the small town charm and heritage resources of these communities is desirable. The heritage value and tourism potential of these communities can only be enhanced by new development, which respects their historic character.

Fishing and Hunting

The Rideau Canal has been considered a "sportsman's paradise" since the early part of the century. The Canal Corridor's diverse environment provides some of the best fishing and upland game and waterfowl hunting in Ontario. For over 100 years, communities such as Chaffey's Lock and Newboro have catered to the needs of fishermen and hunters, a tradition that still continues and which is an important part of the local economy.

The majority of Canal waters support a warm water fishery of northern pike, smallmouth and largemouth bass, walleye and sunfish, while Big Rideau Lake is a cold water fishery supporting lake trout. Muskellunge are found in certain sections of the system.

There are several problems facing the fisheries throughout the waterway, including continued and increased fishing pressures, and incremental loss of shoreline habitat.

Waterfowl and small game hunting occurs along much of the Canal and is enjoyed by local residents and tourists. Upland species, such as rabbit, grouse and deer, are hunted throughout the Canal Corridor. Their harvest is regulated by the provincial government. One migratory bird sanctuary and numerous fish sanctuaries are located along the Canal.

Fur trapping of muskrat, beaver and mink is a common activity along certain sectors of the Canal Corridor. The location and intensity of bullfrog, snapping turtle and wild rice harvesting is not well documented. There is, however, a growing concern over declining snapping turtle and bullfrog populations.

Recreation and Tourism

The Rideau Canal Corridor has been a popular recreation destination since the 1870s. Its combination of fishing, boating and cottage opportunities, in a scenic setting with easy access by steamer and rail, stimulated the growth of the tourism industry in the lakes district. By the 1890s, a number of hotels had been established and private cottages were beginning to appear.

Today, the facilities, services and programs of the Canal accommodate the educational and recreational pursuits of a regional population estimated at one million. Visitation to the Renfrew/Kingston Tourism zone, in which the Canal is situated, is estimated at 13.9 million, including four million visitors to the National Capital Region.

SECTION 3 – Connecting the Canal Corridor: Past and Present

Land-based visitation to the Canal lockstations is estimated at one million while another 1.4 million people use the Canal during Winterlude - a winter festival in Ottawa. Lockstations offer visitors and local residents a wide range of opportunities to understand, appreciate and enjoy the Rideau Canal as a 19th century operating canal. People come to the Canal for:

- water related activities - boating, fishing, swimming;
- Canal activities that are designed to help them understand part of their Canadian heritage; and/or for
- relaxing and spending time with family and friends in a heritage setting.

Boating has been the predominant recreational activity on the Canal for over 100 years. First came the steamboats in the 1880s followed by small gas powered motor launches. By the 1940s, outboards and small runabouts became popular and within reach of most people. Today, fibreglass cruisers and runabouts make up the majority of boats on the Canal.

Since the 1960s, there has been a steady increase in boat traffic. On average, over 90,000 boats (over 317,000 people) use the locks each year. The most popular activity is day tripping by local residents. The actual number of boats is substantially higher, as many boaters use Canal waters but do not lock through.

With more shore land development, use of the system is expected to increase. While there is generally sufficient room to accommodate more boats, there are sections of the Canal where volume and speed have resulted in conflicts, safety concerns and environmental damage. These problems must be addressed.

3.5 The Economic Impact

Rideau Canal Structures

National Historic Sites, by their very nature, are irreplaceable. The Rideau Canal is comprised of over 430 physical assets, including locks (three are non-operational), dams, weirs, wharves, bridges, buildings, grounds and miscellaneous structures. Today's replacement cost of Canal structures is estimated to be just over \$400 million and ranks second in total asset value within Parks Canada's jurisdiction and accounts for approximately 44% of Ontario Region's asset base and 8% of Parks Canada's entire asset base (*Preliminary Asset Resource Report*).

The Canal's operating and capital expenditures are costly; some \$10 to \$12 million is spent annually.

Economic Impact

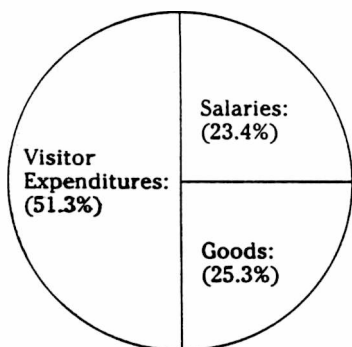
The Rideau Canal is a multi-million dollar facility in Ontario. Its importance can be summarized by noting that \$19.8 million of Ontario's Gross Domestic Product (GDP) is associated with expenditures made by Canal visitors and Parks Canada. This is a substantial contribution towards provincial economic activity. Compared to Parks Canada expenditures of almost \$12 million, the associated GDP value represents a substantial Ontario benefit beyond government expenditures involved in the Canal's operation.

On a provincial level, direct visitor spending exceeds expenditures for operating and improving the system. For the \$11 million invested by Parks Canada in capital and operational costs, there is an additional \$12 million of expenditures by visitors. That is, the Canal brings forth more than \$1 of direct private expenditure for every \$1 of government expenditure.

The direct and indirect Parks Canada and visitor expenditures can also be translated into incomes and jobs. Total labour income accruing to workers is over \$15 million, or almost 600 person years of employment. (*Economic Impact Analysis of Canals, National Historic Sites and National Parks in Ontario*, March 1992).

SECTION 3 – Connecting the Canal Corridor: Past and Present

Source of Direct Expenditures



These results are underestimated as they include only visitors directly counted at Parks Canada lockstations. Visitors who access the Canal between lockstations are not included in these economic impact calculations. The same is also true for many of the special events that take place along the Canal. If data were available to factor these visitors into the calculations, the results would be significantly higher.

For example, estimates are available for both Winterlude and summer visitors to the National Capital Region visiting the Canal, but not at a lockstation. When these estimates are figured into the equation, the Canal-related direct expenditure base is estimated at \$46.5 million (\$24.5 Parks Canada and visitor-related expenditures, \$20.6 Winterlude and \$1.2 million National Capital Commission "missed" visitor expenditures).

The Rideau Canal is a significant employer in the region and helps to create a large number of private sector jobs. In terms of income and jobs created, the Rideau Canal contributes \$13.9 million in labour income and 558 person years of employment.

Spending by Parks Canada has had positive effects on the economies along the Canal by helping to diversify the economic base of the Rideau Canal system. Evidence of the economic impact of Parks Canada spending can be seen in the Southern Area of the Canal where visitor spending is over twice that of government. This is a strong indication of the positive effects Parks Canada expenditures have towards the stimulation of tourism and other economic activities.

Developments, including marinas and resorts, located along the system depend not just on waterfront access, but upon the traffic generated by the operation of the Canal and the integrity of the natural and cultural resources. The substantial number of cottages and second homes on the system keeps many persons in the region for longer periods than would otherwise be the case without the Canal as a recreation anchor point. While these and other aspects of the Canal's impact are genuine, they are either totally or largely excluded from the above economic calculations and, therefore, the impacts indicated here tend to be substantial underestimates of the overall impacts of Canal operation.

There are non-economic benefits not addressed in this section that contribute to Ontario and the local area. These include benefits related to recreational, educational, cultural, scientific and ecological processes. While these contributions are difficult to quantify, they represent a substantial benefit to local residents and visitors which makes the Canal Corridor a more desirable place to live and visit.

**SUMMARY OF IMPACTS FOR:
RIDEAU CANAL, Main Estimate**

	EXPENDITURES		TYPES OF IMPACTS		
	PC	VISITORS	GDP	LABOUR INCOME	EMPLOYMENT (Person Years)
Direct	\$11,963,653	\$12,616,794	\$13,731,280	\$11,783,816	456
Indirect			\$6,130,721	\$3,853,580	136
EXPENDITURE COMPOSITION					
	Dollars	%			
TOTALS	\$24,580,447	100	\$19,862,001	\$15,637,396	592
Salaries:	\$5,755,775	23			
Goods:	\$6,207,877	25			
Visitor Expenditures:	\$12,616,794	51			

¹ The models used to reflect the various impacts of expenditures differ between the provincial and local levels. The local impacts include a more complex level of calculations which include additional levels of expenditures that are not accounted for in the provincial impact. This is reflected in relatively higher impacts for GDP, labor income and employment at the local levels. See *Economic Impact Analysis of Canals, National Historic Sites and National Parks in Ontario*, March 1992 for a more complete explanation.

SECTION 4: Guiding Principles for the Management of the Rideau Canal Corridor



"To retain its appeal to tourists, together with its historical integrity and responsibilities for the preservation of nature, the canal needs to be operated as an ecosystem in the broadest sense. This implies a continuing commitment to co-operation among the three levels of government and a variety of private sectors of interest — nature, tourism, cottages, municipalities, etc."

(Public Consultation)

SECTION 4 – Guiding Principles for the Management of the Rideau Canal Corridor

4.1 Introduction

“We did not inherit this land from our ancestors but rather, we are borrowing it from our children.”

Anonymous

In an ecosystem, everything is connected to everything else - the air, land, water and living organisms, including humans. The Rideau Canal must be planned, developed and managed using an ecosystem approach. A healthy economy is dependent upon the environmental and social well-being of the Canal Corridor. The Rideau Canal should be a diverse, healthy, integrated ecosystem. This requires the co-ordinated efforts of all levels of government, the private sector and individuals.

AN ECOSYSTEM . . .

is a network of living things (such as plants and animals, including humans) and non-living components of their environment (such as air, soil and water), interacting with each other and with other ecosystems.

The ecosystem approach means:

- Adopting a holistic view of the natural (and cultural) world.
- Recognizing complexity and interconnections.
- Taking account of the dynamic nature and finite capacities of ecosystems.
- Encouraging collaboration among all those whose activities affect ecosystems.

(Looking Ahead: A Wildlife Strategy for Ontario)

To guide the management of cultural and natural resources under its jurisdiction, Parks Canada works within the framework set out in several policies and processes. For the Rideau Canal, the following are directly applicable:

- *Historic Canals Policy*
- *Cultural Resources Management Policy (CRM)*
- *Federal Heritage Buildings Policy*
- *National Parks Policy, Section 3: Resource Protection*
- *Environmental Assessment and Review Process (EARP).*

Parks Canada policies and processes, which are based on the philosophy of sustainable use and development, form the basis for the development of the guiding principles for the Rideau Canal Corridor. They provide a framework within which the public and private sectors and individuals should conduct their business to achieve a common vision for the Rideau Canal Corridor.

4.2 Guiding Principles

The Guiding Principles provide direction for the Results in Section 6. They form a link between the vision and the results. It is essential that these principles be widely understood, accepted and used to guide all actions if the vision for the Rideau Canal Corridor is to be achieved.

The Rideau Canal Corridor must be seen as a whole: all elements make a contribution to its value.

Stewardship

The long-term environmental health and protection of the heritage character of the Rideau Canal Corridor are dependent on the collective actions of watershed and Corridor residents, businesses, visitors and governments.

- Education programs and opportunities for public involvement in the protection of the Rideau Canal Corridor should foster pride, ownership and stewardship of its natural and heritage values.

Partnerships

Co-ordinated activities between the public and governments are essential to achieve a common vision for the Rideau Canal Corridor. This requires:

SECTION 4 – Guiding Principles for the Management of the Rideau Canal Corridor

	• coordinated planning and management of activities; • clear definition of roles and responsibilities; • ongoing consultation and communication with staff and the public; • co-operative research and monitoring efforts; • identifying creative initiatives, e.g., land trusts, increased volunteer programming and partnership agreements; and • co-ordination of enforcement activities. • partnerships with communities, stakeholders and the private sector.
Historic	Development and use of the Rideau Canal Corridor should be in harmony with the Canal's character and traditions as a national historic site and symbol of Canada's identity. • The heritage character of the Rideau Canal Corridor's rural and urban cultural landscapes should be protected and, where appropriate, enhanced. • Heritage traditions unique to the Rideau Canal Corridor should be identified and retained. • Cultural resources, including buildings, engineering works and archaeological resources, within the Rideau Canal Corridor should be evaluated, protected and, where appropriate, presented to the public.
Natural	The protection of the Rideau Canal Corridor's natural environment should be viewed as an integral part of economic and social activities, not something to be traded off against them. This is the concept of sustainable use. An ecosystem approach to the development and use is fundamental to a healthy environment. • The cumulative impact of development on the Rideau Canal Corridor's environment should be considered in any decision-making. • The diversity and productivity of ecological communities should be maintained and, where necessary, restored. • Resource harvesting and other economic activities dependent upon the Rideau Canal Corridor's natural resources should be managed to ensure sustainable use. • The natural environment is an integral component of the Rideau Canal Corridor's cultural landscape.
Clean	The health of the Rideau Canal Corridor depends upon the health of the two watersheds of which the Canal is a part. • There should be no net deterioration in water quality. • The water quality of the Canal should be suitable for fishing, swimming and other water-related activities without risk of illness or discomfort. • The water should provide suitable habitat for a diversity of aquatic and upland ecosystems.
Usable	Tourism and recreation are, and should continue to be, major sustainable uses of the Rideau Canal Corridor contributing significantly to the regional economy. • Tourism and recreation should: – contribute towards the Rideau Canal Corridor's social and economic well-being; – have minimal impact on the Rideau Canal Corridor's natural and cultural resources; and – benefit both local residents and visitors.

SECTION 4 – Guiding Principles for the Management of the Rideau Canal Corridor

Financially Sustainable

- The Rideau Canal Corridor should support a mix of public and private uses through the provision of:
 - facilities and services to meet the needs of residents and visitors;
 - recreational opportunities which are in harmony with concerns for public safety, environmental quality and heritage conservation;
 - learning opportunities to promote the values of heritage protection for maintaining quality of life;
 - year round recreation, tourism and learning opportunities; and
 - activities and related facilities and services that are within the financial reach of all income groups.
- Those facilities and services necessary to support appropriate recreational activities along the Rideau Canal Corridor should be provided by the private sector wherever possible.
- Water levels will be managed for through navigation while accommodating the needs of:
 - natural resources to maintain the diversity and integrity of habitats and species;
 - recreation;
 - flood abatement;
 - municipal water requirements; and where appropriate,
 - hydro-electric power generation.
- Public facilities and services should be safe, secure and inviting; project a consistent high quality image; and environmentally friendly.

Protecting the Canal's historic and natural values benefits all Canadians. However, decreasing funds will require the Canal to recover a fair portion of the cost of providing services and facilities for personal use in order to keep the Canal in operation.

- The protection of the historic and natural features of the Canal is a public benefit and should be borne by all taxpayers.
- Users deriving a personal benefit from the operation of the Canal and the use of Canal lands and water will be required to pay a fair portion of the cost of the service.
- Cost recovery and fees will be guided by the following:

Fairness: The cost of services should be borne by those who benefit from those services directly.

Appropriateness: All services with user fees should support the Parks Canada mandate.

Efficiency: User fees should be cost effective and reflect the willingness-to-pay of the public.

Simplicity: Fees must be clearly and easily understood by the public.

Benefit: User fees must reflect the value of the service for which they are paid.

- The Rideau Canal will ensure that services are provided in the most cost-effective manner possible.

Diverse

The beauty of the Rideau Canal Corridor, which includes its natural and cultural environment, is enhanced by its diversity. Landforms, vegetation, building design and materials, farming and fishing and local traditions all create a precious variety that should be maintained. Protection of the Rideau Canal Corridor environment contributes towards protecting Canada's diversity.

SECTION 4 – Guiding Principles for the Management of the Rideau Canal Corridor

Accessible

- Recreational and learning activities within the natural and historic environments should provide diverse experiences for visitors and residents. Rideau Canal Corridor uses should be balanced between:
 - protection and use;
 - urban and rural;
 - the old and the new;
 - active and passive uses;
 - free and user-pay.
 - public and private;
 - built and natural environments;
 - large and small scale;
 - busy and quiet;
- The diverse cultural landscapes of the Rideau Canal Corridor should be valued and protected.

The Rideau Canal Corridor is for all to enjoy. Access is essential, whether it is to a picnic site at a lockstation, to the recreational pathways in Ottawa or onto Big Rideau Lake. Canadians have a right to expect the Canal to be protected and accessible, even if they never visit.

- Public access to the water should be available, while respecting the rights of private landowners.
- A range of safe, appropriate opportunities to experience the diversity of the Rideau Canal Corridor should be available to all.
- The Rideau Canal Corridor should be managed as a linear recreational and heritage system.
- The Rideau Canal Corridor should be promoted and presented as a distinct cultural tourism corridor.

Attractive

Much of the Rideau Canal Corridor is green, open space, renowned for its scenic beauty. Our responsibility is to retain these environmental qualities to pass on to our children.

- Development along the Rideau Canal Corridor should:
 - be in harmony with the scenic and heritage qualities of the surrounding environment;
 - not detract from vistas and views to and from the water;
 - be designed and maintained to a high standard; and
 - be sensitive to the diversity and integrity of the natural and cultural landscapes.

We are responsible to future generations.
Our actions today are an investment in tomorrow.



"The Rideau Canal system is a common resource available to all members of the general public; in addition, it is still home to an intricate association of flora and fauna. As a result, we cannot equate money and financial investment to the rights of using and abusing the canal, its waters or its lands in a detrimental fashion. The management plan must set up a trusteeship to ensure a viable natural resource for future generations.

Simply stated, the river and canal corridor must be managed in a manner more conducive to the long-term maintenance of its aquatic and terrestrial ecosystems and its status as a historic site."

(Public Consultation)

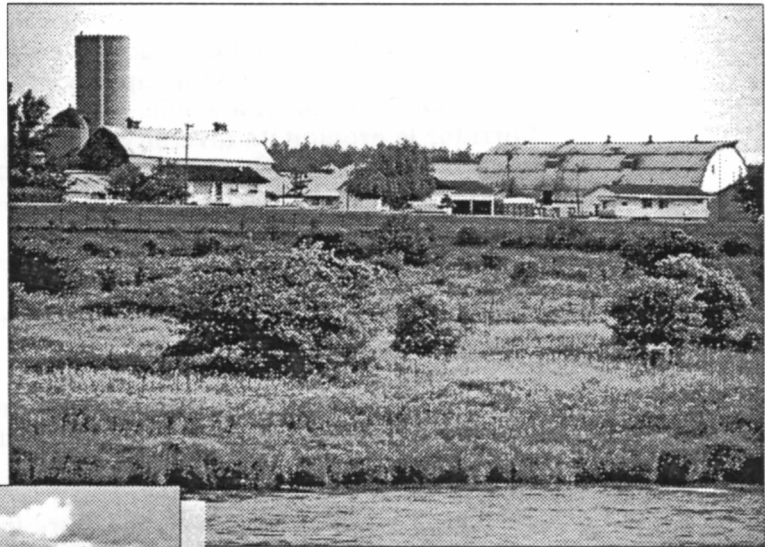
"Water management cannot exist independent of water quality! Joint efforts with all levels of government are essential now!! Water quality needs to be addressed . . . Start where the major priorities are — clean up, keep our tourists, then address management to provide a greater water usage on a clean appealing water route."

(Public Consultation)

"The importance of the canal/lake system on the economy and financial well being of many of the towns and villages on the system is very evident . . . We all recognize this importance and do not oppose further recreational and tourist development of the system, provided very careful studies are carried out and very rigid regulations are put in place to ensure the system will not suffer further as a result of this."

(Public Consultation)

SECTION 5: Protecting the Diversity of the Rideau Canal Corridor



"It is of utmost importance that we find ways to blend the historical heritage of the canal and its environs with further development of lands surrounding the system."

(Public Consultation)



SECTION 5 – Protecting the Diversity of the Rideau Canal Corridor

5.1 Introduction

The most striking feature of the Rideau Canal Corridor is the diversity in its geography, natural and human history, land and water uses. This is the “cultural landscape” of the Canal with components as diverse as the National Capital, farmland, traditional villages, natural shore lands and cottage country.

This diversity is appealing to residents and visitors, providing a setting for a variety of educational, recreational, development and tourism opportunities. We must all share the responsibility of managing growth so that the Canal’s diversity is protected.

Along the Rideau Canal Corridor, everything is connected to everything else. Decisions taken by one municipality or individual ultimately affect another and the Canal Corridor as a whole. Inappropriate development and use of the Canal Corridor is eroding its diversity. It is time to take a “big picture approach” to managing the Canal Corridor. We must look at what makes the Canal Corridor special and how we can ensure that these qualities are protected for all to enjoy. This can be accomplished by identifying the elements of the Canal Corridor’s diversity and establishing a vision for each area.

The benefits of a holistic approach to the protection and development of the Rideau Canal Corridor are as follows:

- Government agencies, municipalities and individuals will have a framework within which to make development and use decisions that are in the best interest of the whole Canal Corridor.
- Residents and visitors will be secure in the knowledge that future development will be in harmony with the cultural landscape.
- The Canal Corridor can be developed and promoted as a heritage tourism corridor by identifying and packaging the variety of recreational and educational experiences available.

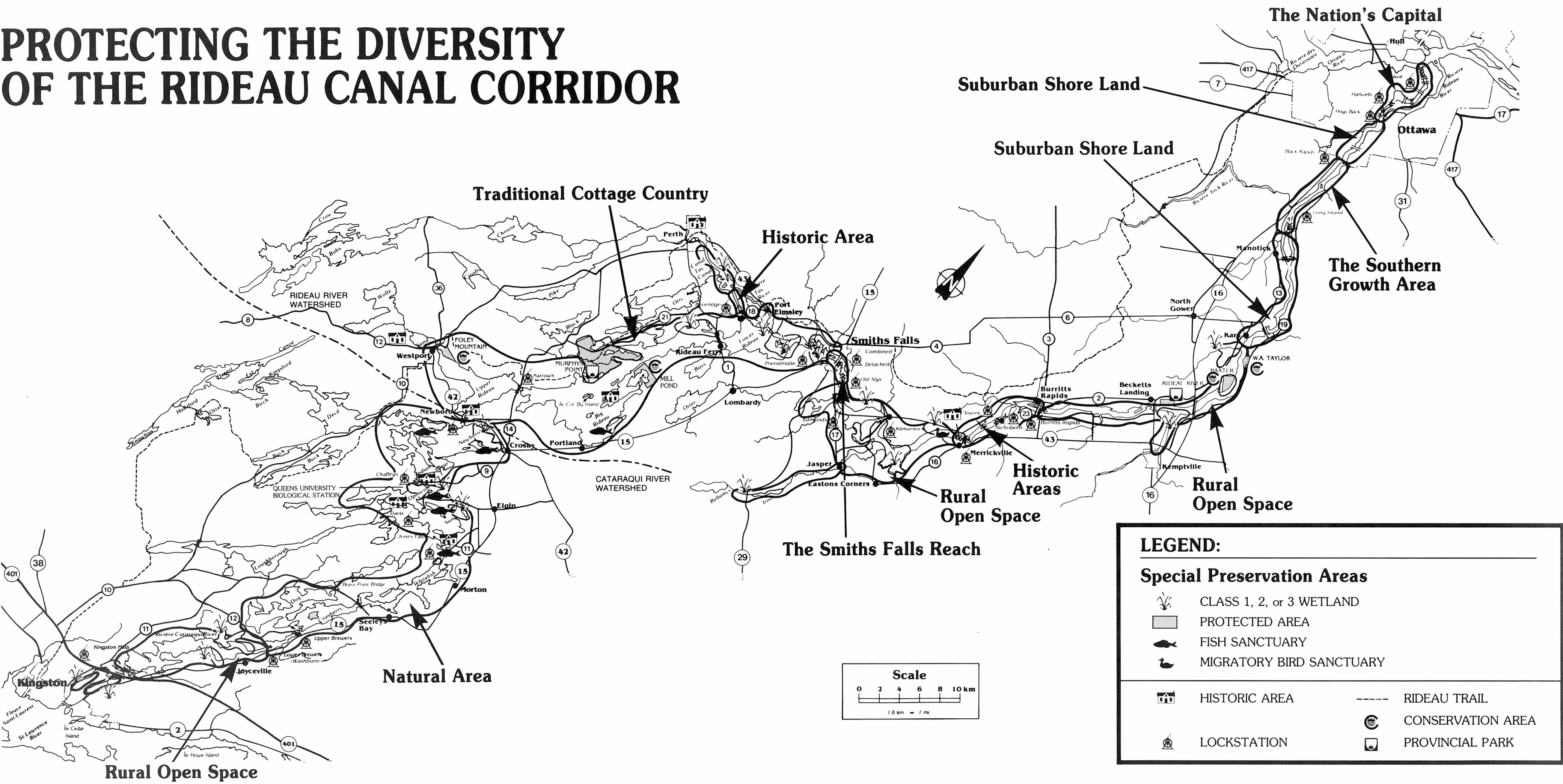
5.2 The Approach

The essence of the Canal’s diversity is captured in the nine distinct areas of the Rideau Canal Corridor (Map 2). The setting of each area is described here, followed by a review of current development and use activities. These areas were identified on the basis of existing historic and natural features, as well as patterns of use and development.

“Tomorrow” pictures

*Throughout this section, each area has a “Tomorrow” statement. This highlighted section paints a picture of what the area could look like in the future based on the vision for the Canal Corridor and the guiding principles presented in this Management Plan. Ten years from now, we should be able to look at these descriptions to evaluate our success. The results necessary to achieve these are identified in **Section 6**.*

PROTECTING THE DIVERSITY OF THE RIDEAU CANAL CORRIDOR

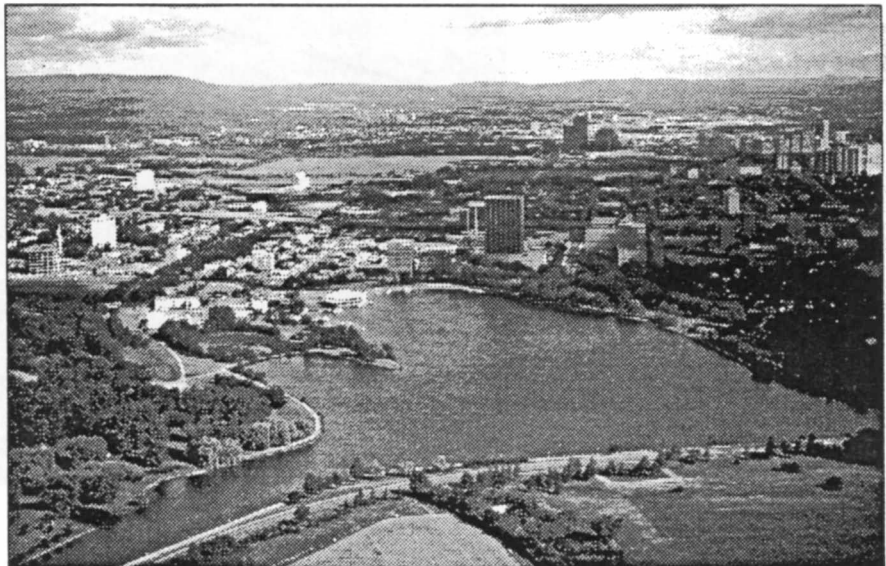


SECTION 5 – Protecting the Diversity of the Rideau Canal Corridor

5.3 The Canal's Diversity

The Nation's Capital: Ottawa to Hogs Back

<i>Setting</i>	The narrow man-made Canal channel and Dow's Lake are bordered by public open green space, gardens and pathways. Residential and institutional buildings provide the backdrop to the Canal. The Canal, itself, and the historic lockstations, bridges and urban landscapes are tangible pieces of the story of the development of our Nation's Capital and Canada.
<i>Activities</i>	As a national historic site, the Rideau Canal contributes to the image of the Nation's Capital providing a unique setting for the many national landmarks, international class facilities and events centred around its waters. The National Capital Commission (NCC), in co-operation with Parks Canada, the Regional Municipality of Ottawa-Carleton and the City of Ottawa, has placed emphasis on public use of the Canal and adjacent lands by maintaining green spaces and providing high quality year round facilities and services, such as boat tours, recreational pathways and the world's longest skating rink. Presenting Canada in the Capital to Canadians and the world is a major initiative being co-ordinated by the NCC. Construction of the Rideau Canal set the stage for the development of Ottawa as our Nation's Capital. Today, the Canal is a tangible link to our past and an example of Parks Canada commitment to heritage protection and presentation.
<i>Tomorrow</i>	<i>Through co-operative efforts with the municipalities, the National Capital Commission, other government agencies and the private sector, visitors and residents are provided with a range of opportunities to enjoy the Canal's recreational and scenic values and to learn about the Canal and its important contribution to the development of the nation. The Canal is recognized as a symbol of Canadian identity and achievement - a national treasure. Adjacent open space and heritage features continue to complement the Canal's heritage values. New development is in harmony with the Canal's natural and historic environment.</i>



SECTION 5 – Protecting the Diversity of the Rideau Canal Corridor

The Southern Growth Area: Black Rapids to Long Island

Setting

This is a largely undeveloped area of the Canal that will undergo a transformation from rural to urban over the next 45 years. The population is expected to reach approximately 100,000 by the year 2035. Currently, wooded shore lands and abandoned open fields are interspersed with small sub-divisions. This undeveloped appearance contrasts sharply with the urbanized areas to the north and south. The NCC Greenbelt protects the natural values of the northern third of this area. In this area, the Canal is a narrow winding channel bordered by a few fringe wetlands.

Activities

Development along this section is on hold, pending planning approval. Public access along the waterfront is through one public park. Boater traffic is mainly transient, with some local use.

Government agencies and municipalities are working with developers to achieve sustainable development for the South Urban Growth Area, where the natural and historic values of the shore land are protected while providing for the needs of an urban community.

Urban development adjacent to the Canal has minimal visual and environmental impact. Bridge crossings are designed and located to be in harmony with the Canal. The Canal offers a natural setting in which visitors and residents can enjoy and understand its heritage values. Public access is provided along the waterfront. Development of facilities and services adjacent to the Canal is permitted as long as there is minimal impact on navigation and the environment.



SECTION 5 – Protecting the Diversity of the Rideau Canal Corridor

Suburban Shore Land: Hogs Back to Black Rapids and Long Island to Kars

Setting

The areas from Hogs Back to Black Rapids and Long Island to Kars are characterized by intensive single family residential developments with minimal survival of natural areas and historic features. Large homes, hardened shorelines and manicured lawns dominate the setting. The width of the Canal varies from a narrow channel to an open river.

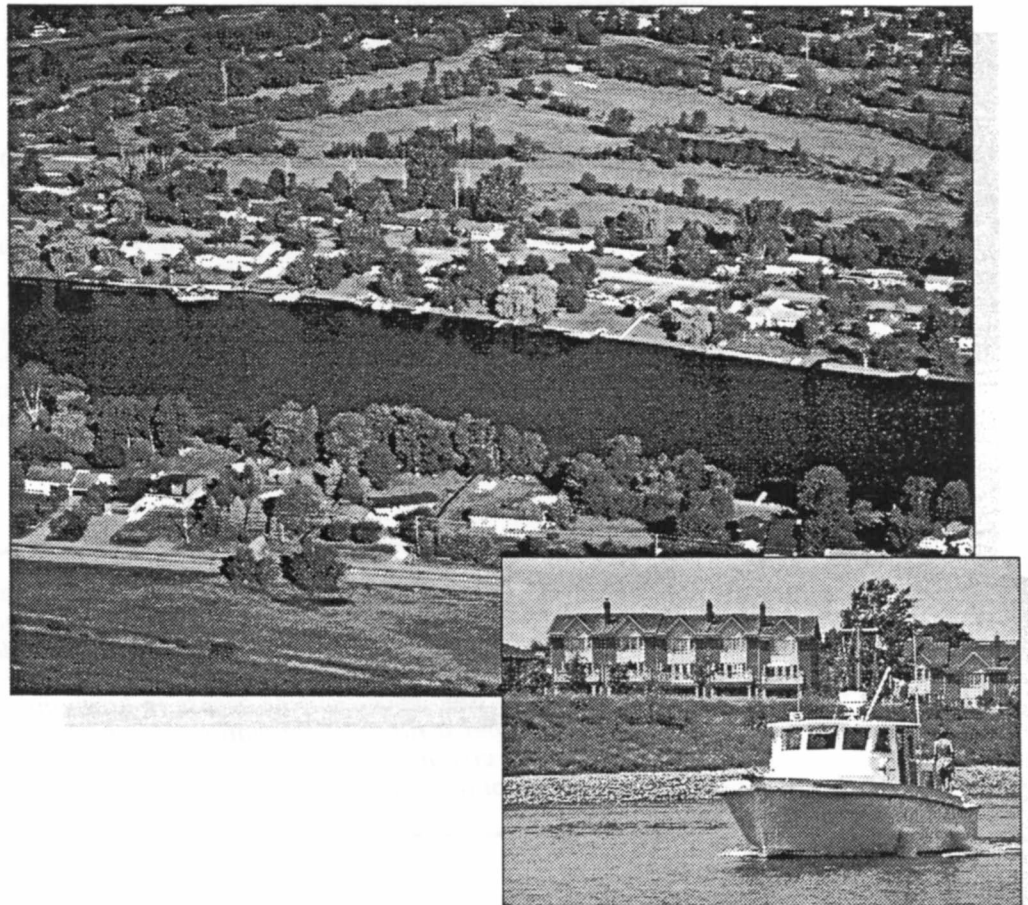
Activities

Most of the shore land has been developed for residential use and, in some areas, back shore development is now occurring. The heavy local recreational boating in this area has resulted in user conflicts, public safety issues and impacts on the natural environment. Access is available through public and private parks and boating facilities. Major marinas attract Ottawa boaters and provide some transient facilities.

Tomorrow

Municipalities, government agencies, commercial operators and residents are working together to protect remaining natural areas and to naturalize the shore land. Artificial shoreline protection structures and docks are replaced by more environmentally sensitive structures. Lawns are buffered from the water by natural vegetation. Building designs, which are more in keeping with the surrounding environment, are popular. As a result of these actions, shore birds and mammals return and fish habitat improves.

User conflicts and environmental impacts along the Canal are minimized, thus creating an enjoyable, safe experience for boaters and residents.



SECTION 5 – Protecting the Diversity of the Rideau Canal Corridor

Historic Areas:

Hamlets and Villages: Merrickville, Westport, Chaffey's Lock, Newboro, Perth, Burritts Rapids, Andrews ville.

Cultural Landscapes: Burritts Rapids to Merrickville, Tay Canal Channel, Newboro Cut, Fancy Free Island area, Davis and Jones Falls Locks areas.

Canal Lockstations: Solitude Lockstations: Isolated, with minimal visitor facilities and traditional landscaping, visitors can explore the site on their own, e.g., Davis, Kilmarnock.

Heritage Lockstations: Accessible, with a variety of historic and natural features, a high level of visitor facilities and interpretive services, e.g., Jones Falls, Merrickville.

Recreational Lockstations: Setting is appropriate for recreational activities and support services and facilities, with self-guiding interpretation, e.g., Long Island.

Gateway Lockstations: Programming and orientation welcomes visitors to the Canal and encourages exploration of the Rideau Canal Corridor, Parks Canada Sites and Canada's heritage, e.g., Ottawa Locks, Smiths Falls and Kingston Mills.

Setting

A strong sense of history, imparted by the presence of buildings, structures, and rural and urban landscapes, creates a feeling of timelessness and provides a link with our past. In many instances, they are complemented by natural or rural open space. Modern buildings are often present, but blend in with the heritage character of these areas. Lockstation settings range from urban to heavily forested. The historic cottages and resorts enhance the tourism appeal of the Canal.

Activities

These are living historic areas. Many of the buildings and structures are still used for the same purpose for which they were built, and the rural landscapes are actively worked. Lockstations provide opportunities for public access to the Canal and a range of appropriate recreational and heritage presentation experiences.

Exploring the Canal Corridor's historic and natural environment is a popular activity and an important part of the tourism experience. Municipal and private efforts have protected many historically significant features. Development that is not in harmony with the surroundings continues to reduce the number and quality of the Canal Corridor's historic areas.

Tomorrow

The heritage value of the Canal Corridor is regarded as one of its prime assets. Its buildings and landscapes are protected through Official Plan policies and heritage designations. Property owners play a major role in preservation, with support from heritage groups, municipalities and government agencies. New development occurs in harmony with the surroundings. Lockstations offer a range of recreational and educational experiences through which visitors enjoy and understand the value of the Canal's heritage. The economic benefits of heritage tourism are substantial.

SECTION 5 – Protecting the Diversity of the Rideau Canal Corridor

Smiths Falls Reach:

Setting

The Smiths Falls Reach consists of Combined, Detached and Old Slys Lockstations, three museums, municipal parks and the Swale wetland. Historic buildings, engineering works, recreational facilities and natural features complement the Canal.

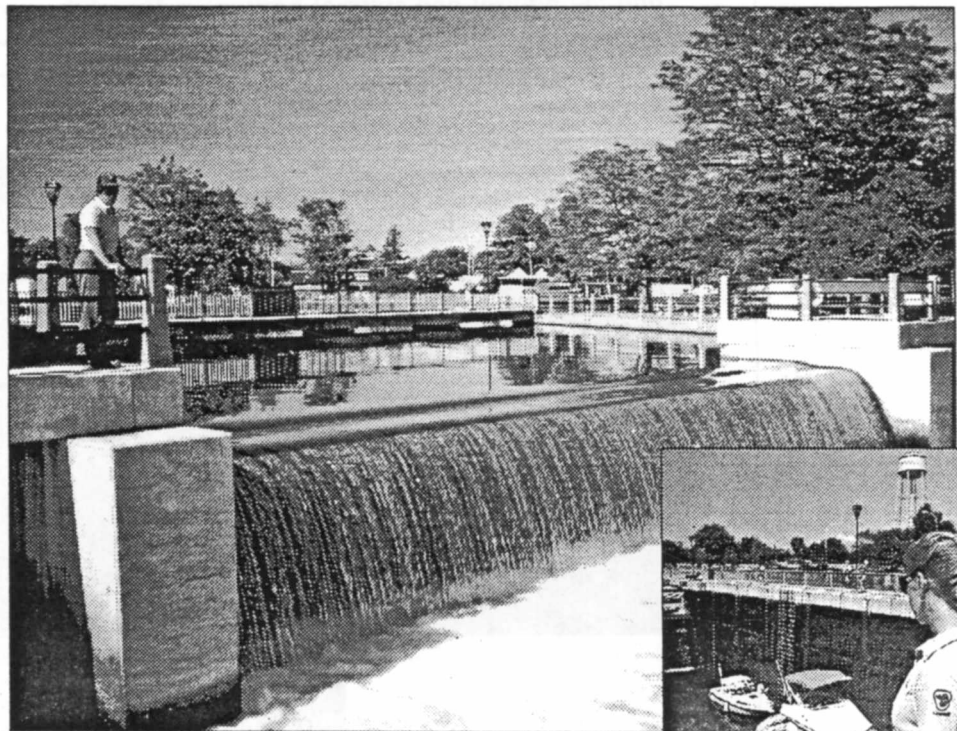
Activities

The Reach provides visitors and residents with an opportunity to appreciate, understand and further explore the heritage values of the Rideau Canal and the Town of Smiths Falls through heritage programming at the lockstations and the museums. Facilities and services for a wide range of recreational activities that are compatible with the heritage and open space character of the Reach are available.

The town is a popular boater destination and is heavily visited by land-based travellers. The Canal is a focal point for recreational activities, offering camping, picnicking, walking, overnight docking and sightseeing. The town protects the setting through Official Plan policies.

Tomorrow

The full potential of Smiths Falls as a major recreational and heritage interpretation centre for the Rideau Canal is realized through co-operative efforts by the town, the museums, and the private sector. Visitors are able to participate in a range of recreational and heritage presentation activities along the Canal, in the Swale wetland and by visiting the museums. The Swale wetland is protected through a co-operative approach. The natural and historic setting of the Reach is enhanced by private and public actions.



SECTION 5 – Protecting the Diversity of the Rideau Canal Corridor

Traditional Cottage Country: The Rideau Lakes

Setting

Broad expanses of water dotted with islands, and a natural shore with small areas of agricultural land characterize this environment. Cottages and pockets of intensive commercial and residential development are visible throughout the area. Public access is available at beaches, boat launches, marinas, resorts and campgrounds. Although overall environmental quality is high, there are water quality concerns about Upper Rideau Lake.

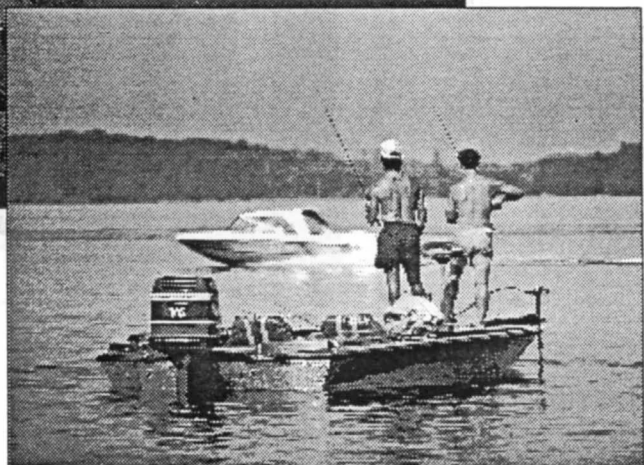
Activities

Traditional cottage development has been the dominant form of shore and island activity for over 100 years. Marinas and campgrounds have developed over the years. Public access is being lost through the conversion of private campgrounds into residential land uses. Some additional opportunities for cottage and intensive residential development exist, but these are limited due to environmental constraints.

The lakes are the prime destination for Canal boat traffic and are heavily used by local residents. User conflicts are minimal because of the large size of the lakes, but there are localized areas of concern where high speed, noise and impact on the natural environment are detrimental.

Tomorrow

Traditional cottage use, along with a limited amount of intensive commercial and residential development, occurs in harmony with the environment. Natural areas, especially wetlands and wooded shore lands, are protected, while allowing for sustainable use. The impact of additional boating activities from new development is reviewed, and other boating impacts and conflict issues are resolved. The area's potential as a tourism destination is developed to the benefit of the local economy, while protecting the interests of local residents and the natural and cultural heritage value of the area.



SECTION 5 – Protecting the Diversity of the Rideau Canal Corridor

Rural Open Space:

*Kars to Burritts Rapids,
Merrickville to Smiths Falls,
Lower Brewers to Kingston Mills*

Setting

Active farms, complemented by extensive natural shore lands, wetlands and historic buildings, make up this landscape. The wide sluggish river and open space create an expansive landscape. Some non-farm residential or individual development is located throughout in pockets.

Activities

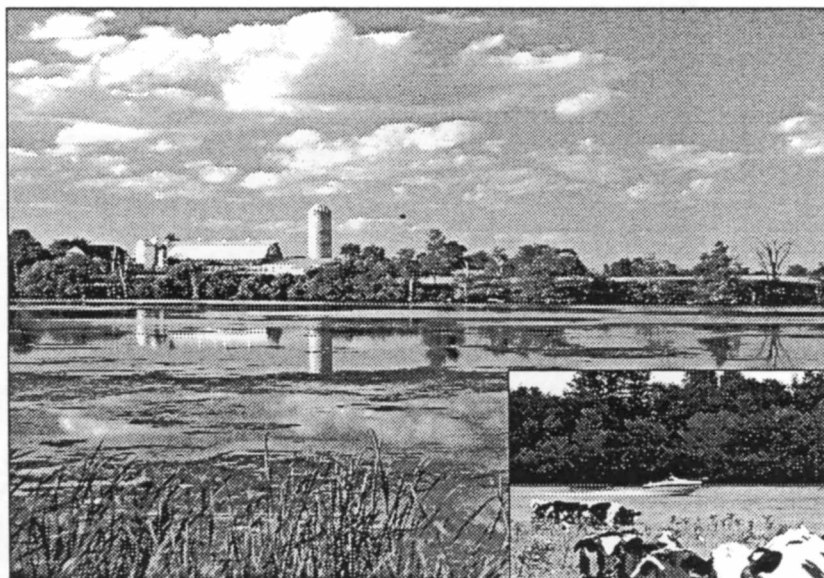
Agriculture is the predominant land use. The character of the landscape is changing as a result of increased residential development, which is often not in harmony with the rural flavour of the area.

The wetlands and natural shore lands provide opportunities for fishing, hunting and trapping, which benefit the local economy. Transient boat traffic dominates, with some local recreational use. The setting provides ideal opportunities for nature appreciation and canoeing, yet there is only limited public access.

Tomorrow

The agricultural character of these rural areas is protected by adherence to land use controls and sensitive planning and design, to guide development, which respects the rural open space character of the landscape and protects good agricultural land. Historic vistas and landscapes are protected through municipal designation and private actions.

Natural areas, especially wetlands and wooded shore lands, are protected, while allowing for compatible uses. Water quality is maintained or, where necessary, improved through sensitive land use and programs to naturalize the shoreline. Sound agricultural practices are in place. Boating and resource harvesting activities occur in harmony with the natural environment. Appreciation of the natural and rural environment increases.



SECTION 5 – Protecting the Diversity of the Rideau Canal Corridor

Natural Area: Newboro to Lower Brewers

Setting

This section is the least developed part of the Canal Corridor. The setting is typical Canadian Shield - rocky, heavily forested shore lands, some wetlands and islands, which in combination create an area of outstanding scenic beauty. Cottage development is generally low density and often blends into the surroundings. The cottages and lockstations in the area complement the natural environment. The lakes are small to moderate in size, creating an intimate landscape that is very sensitive to development. This area is particularly productive for fish.

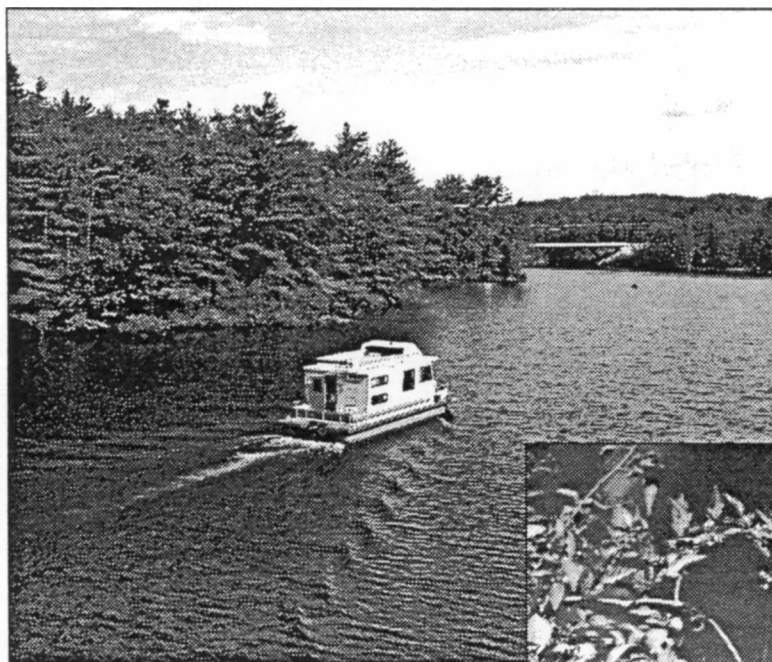
Activities

A number of small scale resorts and campgrounds cater to fishermen and tourists drawn by the area's quiet natural character. The area is popular among transient boaters even though facilities are limited. Cottage development is increasing, and there is limited potential for new large scale development.

Tomorrow

The natural environment of this area is fully protected through the actions of private landowners, municipalities, government agencies and a land trust. Areas of natural and scientific interest, scenic areas and wetlands are known and protected through co-operative actions.

Municipal Official Plan policies allow for residential and commercial land development to occur, while protecting the natural environment and scenic values of the area. Buildings of historic value are protected through private actions and municipal designation. Traditional activities, such as cruising, sightseeing, canoeing, hunting and fishing, continue. The development of visitor facilities and services occurs in harmony with the environment.



SECTION 5 – Protecting the Diversity of the Rideau Canal Corridor

Special Preservation Areas: *Class 1, 2 and 3 Wetlands, Tar and Beupre Islands, Undeveloped Part of Colonel By Island, Fish Sanctuaries, Foley Mountain and Baxter Conservation Areas, Merrickville Migratory Bird Sanctuary, Murphy's Point Provincial Park, Queen's University Biological Station*

Setting

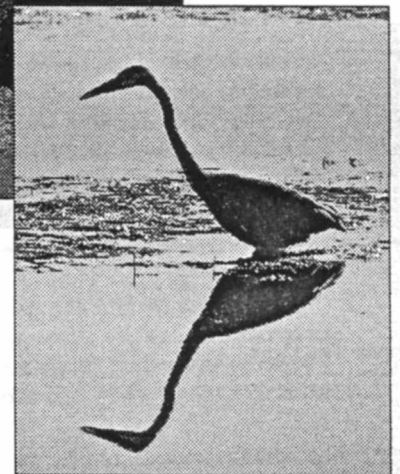
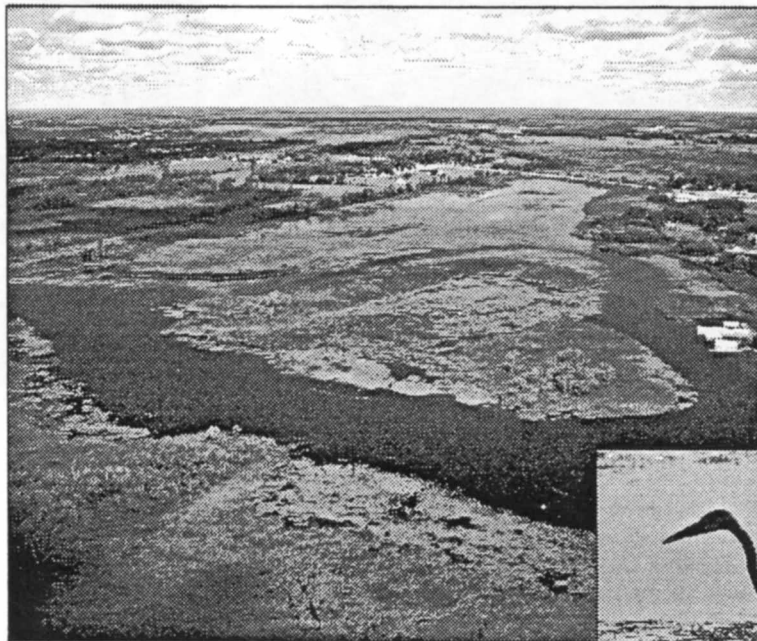
These undeveloped areas contain resources of high biological and educational value. Natural processes continue with minimal interference. Development and use reflects the importance of the natural environment.

Activities

The type and degree of public use varies considerably. Wetlands are used for fishing, hunting and trapping, while nature appreciation and canoeing are increasing. In many of these areas, scientific studies are carried out to monitor ecosystem health. The ecological integrity of these areas is threatened by adjacent land uses, water quality and use pressures.

Tomorrow

The value of special preservation areas is better understood and appropriate measures are in place to protect their ecological integrity. Municipal Official Plan policies ensure adjacent development is respectful of these special preservation areas. Resource management plans for public lands provide for protection of rare and endangered species and critical habitats, and suggest policies for adjacent development, resource use, public access and nature interpretation. Additional areas of natural and scientific interest are identified and protected through private and public actions. The tourism potential of these areas is realized through sustainable public use and enjoyment.



SECTION 6: Achieving the Vision: A Strategy for Action

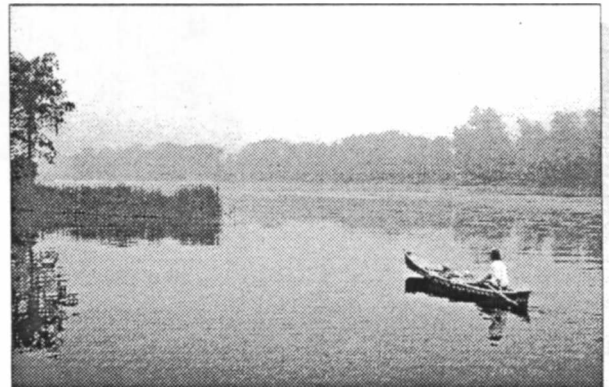


"A successful management plan should not permit the dismantling of ecosystems one bit at a time by human activity. A good plan will safeguard the common resource of natural landscapes and historical heritage."

(Public Consultation)

"We have the technical expertise to maintain the environment and yet allow a careful balance of public enhancement facilities. We must use this expertise now before it is too late."

(Public Consultation)



SECTION 6 – Achieving the Vision: A Strategy for Action

6.1 Introduction

The Rideau Canal vision provides a statement for the future - where Parks Canada wants to be in ten years. The guiding principles suggest a philosophy on how we should carry out our activities. Throughout the plan, we have pointed to the need for working with others. It is critical to our environment, our economy and our well-being. The Parks Canada does not have the dollars or resources to be all things to all people. We must identify priority areas and with whom we need to work in order to achieve the Rideau Canal Vision. There are three areas on which we must focus - protection of natural and cultural resources, education of heritage values, and the role of the individual in protection and promotion of sustainable use.

Everyone must take responsibility and be involved, including federal, provincial and municipal governments, special interest groups and the public - visitors, residents, commercial operators and corporations.

This section of the plan outlines the policies and actions Parks Canada intends to undertake to achieve the Vision. The action statements also indicate with whom we need to work. They are organized into three areas:

6.2 Protecting a Symbol of Canada's Identity

6.3 Ensuring a Healthy Environment

6.4 Fostering Sustainable Use

Each area proposes a "Vision for Tomorrow" - a statement of where we would like to be in ten years, discusses the key issues and opportunities we face, and recommends actions - individual and cooperative. Some actions are specific tasks or projects, while others recommend new direction for government, our private and public sector partners and individuals. Throughout the section emphasis has been placed on policies and actions which exemplify the nine guiding principles outlined in Section 4 of the plan - stewardship, partnerships, historic, natural, clean, usable, diverse, accessible and attractive.

Building from the Management Plan, detailed direction for managing heritage resources, services, facilities, programs, canal lands and canal users will follow in subsequent canal business and visitor activity planning.



SECTION 6 – Achieving the Vision: A Strategy for Action

6.2 Protecting a Symbol of Canada's Identity

6.2.1 Introduction

Our heritage plays a major role in defining Canadian identity. Heritage encompasses everything we have inherited as a country and as individuals, including the great variety of natural areas and landscapes, our cultural mosaic and our traditions.

The Rideau Canal is part of Canada's heritage. It is one of the oldest, continuously operated and best preserved 19th century canals in the world. Over its 202 km route, it travels through a significant variety of natural habitats from wetlands to mature forests to hedgerows. It is an impressive example of the "combined works of nature and of man" from *Operational Guidelines for Cultural Properties-World Heritage Committee*. It is a series of cultural landscapes.

In its totality, the Canal and its Canal Corridor setting provide us with a tangible expression of our Canadian identity and opportunities for us to keep in touch with our heritage.

The Rideau Canal Corridor contributes to our social, economic and physical well-being. We all have a role to play in its protection through individual and collective efforts.

6.2.2 Our Vision of Tomorrow

The Rideau Canal is fully recognized as a symbol of Canada's identity. The tradition of an operating canal, with its associated skills and activities, involved in navigation, operation and use is maintained as essential to illustrating the Rideau's national historic significance and ensuring historic integrity as a 19th century Operating Canal.

The historic integrity and appearance of the Canal's engineering works and buildings are assured through ongoing maintenance, preservation and, when necessary, restoration. The location and significance of archaeological resources on Canal lands and on the bed of the Canal are better understood, and measures are in place to protect them. Landscaping of Canal lockstations respects and complements the values of the site's cultural and natural resources. As well, protection of natural resources on Canal lands is integrated with all aspects of site management. Through firsthand experiences, Corridor residents and visitors gain a better understanding of the relationship between humans and the natural environment, and are able to make better heritage protection decisions.

The management of Canal lands, waters and the bed of the Canal is a model of successful conservation, achieving a balance between resource protection and appropriate public, commercial and private activities. These resources are managed as an integral component of larger ecosystems contributing to the protection of natural areas in the Rideau Canal Corridor. Adjacent land uses complement Canal lands and waters.

The cultural landscapes of the Rideau Canal Corridor are recognized as a valuable asset, contributing to the heritage value of the Rideau Canal and the quality of life of Corridor residents and visitors. Corridor residents, developers, municipalities and government agencies are working together to protect the heritage character. This commitment is demonstrated through private restoration, stewardship, land trusts, municipal heritage designations and development that is in harmony with the Canal Corridor's heritage resources and character. Through these efforts, the distinct cultural landscape of the Rideau Canal Corridor is protected and enhanced.

Municipal Official Plan policies and designations, and community-based conservation efforts play an important role in protecting undeveloped natural and agricultural lands, historic structures and significant cultural landscapes. Corridor residents and developers are provided with the information and technical assistance necessary to develop and manage their lands in an environmentally and culturally sensitive manner.

"Protecting the environment has to be considered a normal cost of shoreline living if people freely choose that lifestyle."
(Public Consultation)

SECTION 6 – Achieving the Vision: A Strategy for Action

6.2.3 The Cultural Resources of the Rideau Canal

The Parks Canada *Cultural Resource Management Policy* describes a cultural resource as "... a human work, or a place that gives evidence of human activity or has spiritual or cultural meaning, and that has been determined to be of historic value." When applied to the Rideau Canal, this definition encompasses a wide variety of cultural resources - engineering structures, buildings, skills and activities - required to maintain the tradition of a 19th century operating canal, artifacts, archaeological resources and cultural landscapes.

Direction for determining the significance of, and the protection required for, these cultural resources flows from the *Historic Canals Policy*, the *Cultural Resource Management Policy* (CRM), the *Federal Heritage Buildings Policy*, the federal Environmental Assessment and Review Process (EARP), the Scope of Collections Statement and numerous directives and guidelines for specific cultural resources. These policies and processes assist in determining priorities for appropriate protection approaches and funding, as well as addressing public use and safety needs in a manner consistent with protection policies.

The Rideau Canal is a national historic site, which includes the entire system of locks, blockhouses, dams, weirs and original lockmasters' houses. According to the *Cultural Resource Management Policy*, these resources are of national historic significance and are assigned the Level I rating - the highest level.

As a '19th century operating canal', the skills and activities associated with the tradition of an operating canal, including, but not limited, to navigation, maintenance and repair, must also be defined as cultural resources. These resources contribute directly to the national significance and the historic integrity of the Rideau Canal. As such, they require protection ethics and practices. Presently, these are not formally recognized or clearly defined.

There are archaeological resources on Canal lands, including those located on the bed of the Canal, relating to all periods from aboriginal inhabitants to the construction and use of the Canal itself. Information on their location, condition or cultural significance is limited. As a result, their long-term protection cannot be assured under present conditions.

Canal lands consist of lockstations, dams, a few islands, the bed of the Canal, and other parcels of land located along the length of the Canal. Parks Canada manages these lands for natural and cultural resource protection, education, visitor use and the administration and operation of the Canal.

Lockstations are the most highly visible and intensively used of all Canal lands. The appearance and function of lockstations has evolved from wilderness and military to pastoral and residential, and now to recreational and heritage protection. This evolution has resulted in the replacement of some landscape features with a highly maintained modern setting that although attractive, does not portray the unique heritage character of each lockstation.

Some current landscape maintenance practices are expensive. They are not in keeping with the heritage character and type of visitor use appropriate to the site, and they have adverse environmental impacts.

The natural resources on Canal lands provide a setting for the historic resources of the site and contribute to the natural values of the Canal Corridor. Adequate management direction to protect natural resources is not provided for all Canal lands.

Marina, campground, boat rental and tour boat operators depend upon the use of Canal lands and waters to operate their businesses. Since these services are vital to recreational use of the Canal and to tourism, Parks Canada encourages them where they provide needed facilities and services.

"Adequate policing may be costly but it is a small price to pay for the preservation of the environment."

(Public Consultation)

SECTION 6 – Achieving the Vision: A Strategy for Action

"Each intrusion on the shoreline affects a blow to the heart of the river. There is probably no safe way to build close to water without some negative impact."

Results

Engineering Structures

"I agree entirely that every effort should be made to preserve the Rideau Canal and its fixtures as an excellent working example of a 19th century military and commercial canal."
(Public Consultation)

The superintendent controls commercial activities on Canal lands, Canal waters, and the bed of the Canal up to the controlled elevation through waterlot licences and the use of other federal and provincial legislation. Existing regulations are not designed to address the many types of activities occurring on the Canal. This situation is not desirable, since some types of commercial uses may be incompatible with desired visitor experiences and may have undesirable environmental, aesthetic and public safety consequences.

Currently, the existing private uses of Canal land, primarily cottages, are allowed to continue, unless the licensee wishes to terminate the agreement or if there is a public use identified for the land. No new licences are granted, except for water access for an adjacent private land owner.

Dredging is allowed in order to provide an access channel to a dock, and minor filling on the bed of the Canal is permitted for shore stabilization. Shoreland owners are allowed to build a dock for personal use without a licence. However, all of the above work is subject to an environmental impact review.

Parks Canada has acquired some lands, most notably three large islands, for resource protection and visitor use. Although funds are severely limited, there is an ongoing need to acquire certain lands to protect historic and natural resources adjacent to lockstations, to protect lockstations from incompatible development, to provide visitor facilities and to operate and maintain the Canal.

There are a number of private buildings located on Canal lands which have historic value. Parks Canada recognizes the contribution that these buildings make to the heritage character of the lockstations. There is, however, no formal mechanism to encourage owners of these buildings to maintain their heritage character.

- The existing historic engineering works of the Canal will be preserved in their original state in order to maintain the commemorative integrity of these nationally significant resources.
- Manual operation of locks, bridges and dams will be retained as part of the historic and operational character and heritage experience of the Canal. The locks at Black Rapids, Newboro and Smiths Falls Combined are examples of the modernization trend that threatened the Rideau Canal in the late 1960s. No modifications and/or changes to these structures and their mechanics will be undertaken.
- Parks Canada will develop a monitoring and maintenance program to ensure preservation of canal engineering structures.
- When major engineering structures, such as lock chambers and dams, require restoration or repair, the work will be done according to original design, and preferably with original or similar materials. At times, the use of modern materials and techniques may be unavoidable, and each exception to the general preservation rule will be weighed on its own merit.
- Proposed interventions to minor engineering structures will be reviewed to ensure that appropriate conservation considerations are in place.
- Parks Canada will use the Recapitalization Management Process and the Maintenance Management System as management and maintenance tools to ensure preservation of Canal engineering structures.

SECTION 6 – Achieving the Vision: A Strategy for Action

Buildings	• Parks Canada will preserve all Canal buildings designated to be of national historic significance and those that are “classified” and “recognized” by the Federal Heritage Building Review Office (FHBRO). Restoration and repair will respect the historic integrity of these structures. • The historic and aesthetic qualities of a building that is not classified or recognized by the FHBRO will be evaluated using the <i>Cultural Resource Management Policy</i> before undergoing renovation, destruction or removal. Consideration will be given to the regional or local association and the provincial and municipal designation as part of the evaluation. As much as possible of the original material of those non-designated buildings deemed to have historical significance will be preserved. • When a new building is required, its size, design and location will be in harmony with the heritage setting of the site. Modern buildings or reconstructions with a historic appearance will be distinguishable from original works and will be sympathetic to the historic environment. • Parks Canada recognizes that frequently a building’s historic value is a result of its evolution and not its existence at any single moment in time. The evolutionary features will be maintained where appropriate and desirable. • Parks Canada will encourage year-round occupancy of Canal houses as a means of ensuring their protection. • Modifications to a historic building may be undertaken in order to satisfy new uses or requirements, as long as the new use is compatible with the historic character of the resource. • Parks Canada will produce an inventory of all Canal buildings and develop schedules and guidelines for their maintenance with the aim of preserving their historic fabric.
Skills and Activities	• Parks Canada will establish an inventory of skills to identify the activities involved in canal operations and maintenance.. • Parks Canada will develop a strategy to ensure the continued practice of these skills and activities.
Artifacts	• Artifacts used for the presentation of Canal stories are managed according to the <i>Cultural Resource Management Policy</i>. The “Scope of Collections Statement” in Appendix II outlines the policy for artifact collection.
Archaeological Resources	• An Archaeological Resource Management Plan will provide a strategy for protection and management of archaeological resources. • The protection of sites of high archaeological potential will take precedence over any work proposed to be carried out at the site. • Areas of secondary archaeological potential that will be disturbed will be excavated and recorded. • Inventory work on the location of historic and aboriginal period archaeological resources will be completed as required. • Archaeological sites on Canal lands will be examined to determine their condition and value.

SECTION 6 – Achieving the Vision: A Strategy for Action

Cultural Landscapes

- Parks Canada will enhance and protect the unique cultural landscape of Canal lockstations through site planning and maintenance guidelines developed within the *Cultural Resource Management Policy* framework. Planning will recognize the opportunities and constraints imposed by the presence of historic, natural and archaeological features, the themes and messages and the visitor opportunities of each lockstation in determining an appropriate landscape. Designation of the lockstations as heritage, recreational and solitude will help planning efforts establish the type, location and amount of visitor support facilities required. As well, planning will determine the overall approach to landscape development and maintenance and the establishment of measures needed to protect the natural and cultural resources.
- Cultural landscape features will be protected in order to maintain the Canal's unique historic environment. Research will be undertaken to obtain information on the evolution of landscapes at lockstations.
- An inventory and cultural evaluation of existing landscapes will be prepared. This information will be used to maintain, preserve, present or restore heritage landscape features.
- The feasibility of period landscapes at some lockstations will be examined by carrying out a number of pilot projects to determine the historic and interpretive value, maintenance requirements, costs, potential impacts on the site's resources, visitor use and public safety.
- The existing private use of Canal land, primarily cottage use, will be allowed to continue, unless the licensee wishes to terminate the agreement or if there is a public use identified for the land. No new licenses will be granted except for water access for adjacent land owners.
- Business regulations will be developed to control the type, location, scale, appearance and operation of commercial activities occupying Canal lands and waters. The regulations will be developed in consultation with commercial operators and the general public.
- Parks Canada will acquire lands adjacent to lockstations that have significant historic, archaeological, natural or scenic value that cannot be protected through other means. Lands will also be acquired if needed for visitor facilities. Acquisition of lands for the above purposes will only occur if there is a willing seller.
- Lands necessary for the operation, maintenance and administration of the Canal will be purchased or leased.
- Rideau Canal lands not required for the protection of Canal natural and cultural resources or Canal operations and use will be disposed of.
- Parks Canada will share its expertise in cultural resource protection in order to contribute nationally and internationally to the preservation and presentation of historic canals.
- Ongoing research by Parks Canada and others will ensure appropriate preservation practices for Canal cultural resources.
- Parks Canada will ensure staff are provided the necessary and up-to-date knowledge and skills required to protect and present Canal cultural resources.
- Parks Canada will promote cultural heritage stewardship within the Canal Corridor community through an information program that illustrates Parks Canada protection practices, techniques and skills.
- Cultural landscapes will be presented as a way of raising awareness of the Canal's heritage values, therefore, ensuring their protection.

Information and Awareness

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6.2.4 The Cultural Landscapes of the Rideau Canal Corridor

- Parks Canada will explore ways to recognize the owner participation in retention of the heritage value of private buildings on Canal lands.
- Where required for protection purposes, staff and occupiers of Canal lands will be made aware of archaeological features, areas of archaeological potential and their value as archaeological resources.

The cultural landscapes consist of agricultural and forested lands, towns and villages, traditional cottage country, wetlands, urbanized and natural shorelands. This diversity in landscapes is rich in heritage and tourism value, and complements the historic character and appeal of Canal lockstations.

The Canal Corridor contains over 3,000 pre-1880 structures in the Cities of Kingston and Ottawa and another 1,600 in the towns, villages and countryside along the Canal. The Canal Corridor's natural areas and farmland comprise the landscape setting for these buildings. Although many of these buildings and landscapes have been preserved by local and private efforts, the integrity of the Canal Corridor's cultural landscapes is being gradually eroded by development that is not in harmony with the heritage character. Action is necessary to retain the distinctive character of the historic buildings, the scenic settings and viewscapes of lockstations and the Canal Corridor's cultural landscapes.

There are numerous native and historic period archaeological sites on private lands adjacent to the Canal. No inventory has been made of their location and significance. These irreplaceable resources are being disturbed by development activities.

Municipalities play a lead role in protecting shorelands through Official Plans and other land use planning mechanisms. Current policies controlling development and use in most Official Plans do not fully recognize and protect the Canal's unique historic, natural and scenic character. Municipalities can demonstrate leadership by strengthening these policies to provide greater protection for the Canal's resources, while still allowing for sensitive development.

Parks Canada reviews shoreland development proposals and municipal planning policies, and has jurisdiction over development on the bed of the Canal up to the controlled water elevation. Municipalities and landowners need to be aware of and understand Parks Canada's position on planning policies and its role in reviewing shoreland development proposals.

Many residents are willing to participate in the protection of the Canal heritage, but do not have the information or means to properly develop, manage or restore their lands in an environmentally and culturally sensitive manner. Municipalities, Conservation Authorities and government agencies are involved in approving development applications. There is inadequate information for the public on the review process and the roles and responsibilities of those involved in the process.

The Canal is crossed by numerous road and railway bridges, transmission lines and pipelines that have varying degrees of impact on the historic, natural and scenic values of the Canal. There is potential for additional impairment of these values if future crossings are not properly designed and located.

"Make a small handbook showing what is expected of cottagers' use of shoreline and get a copy to each owner."

(Public Consultation)

"Cottage people for the most part have sizable investments, they pay taxes at full residential rates . . . they contribute to local economies, and most take great pride in their properties and in their environment"

(Public Consultation)

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Results

Municipal Planning and Shore Land Development

- The *Rideau Canal Management Plan* will serve as the official policy of Parks Canada for the protection, presentation and operation of the Rideau Canal, and as a statement of federal involvement in adjacent land use and development matters, as allowed for in the *Ontario Planning Act*.
- Parks Canada will encourage municipalities to recognize the principles embodied in the *Rideau Canal Management Plan* in their Official Plans and through other planning mechanisms.
- Official Plans should encourage backshore development to protect open space and the natural appearance of the shoreland, and include policies to foster this type of development. The planning concepts in the report entitled, *Visions of the Future: Land Use Development Scenarios for the Rideau Canal Shoreline*, will be used by Parks Canada as a means of raising awareness of this approach as an alternative to traditional ribbon shoreline development.
- Policies regarding the establishment of marinas should be included in Official Plans. These should address such issues as environmental and boating impact and ancillary activities. Appearance could be regulated through zoning and site plan control.
- The *Rideau Lakes Basin Carrying Capacities and Proposed Shoreland Development Policies* (1992) should be implemented through municipal Official Plans, particularly those recommendations pertaining to setback and retention of natural vegetation along the shore.
- Common shoreland use and development objectives should be established among Canal Corridor municipalities to ensure a degree of compatibility in land use matters.
- Official Plans should recognize Parks Canada jurisdiction over all activities on the bed of the Canal up to the controlled water elevation and on Canal lands. Parks Canada also plays a role as a review agency for planning and land development activities adjacent to Canal lands and in Canal waters.
- Shoreland development should be recognized as a generator of boating activities. Official Plans should acknowledge that restrictions on development may be necessary along narrow channels and other congested areas to ensure the safety of boaters and residents.
- Shorelands possessing outstanding historic, natural or scenic values should be identified in Official Plans to encourage the protection of these areas through co-ordinated activities.
- As provided by the *Ontario Heritage Act*, municipalities will be encouraged to designate lands adjacent to certain lockstations as heritage conservation districts in their Official Plans. This will ensure new development adjacent to Canal lockstations is compatible with the area's historic and natural character. Designation under the Act is a municipal responsibility with input from residents, the Ministry of Culture, Tourism and Recreation and Parks Canada.
- Changes in land use as a result of an amendment to the Official Plan should not adversely impact on the natural, historic and scenic environment of the Canal or result in user conflicts.
- Buildings should not be higher or larger than allowed under the existing zoning bylaw, unless there is adequate natural screening to reduce the visual impact of the building. Official plans should recognize that site specific amendments to the implementing zoning by-law may be considered where natural screening would reduce the visual impact of the building.

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"The beauty of the waterway rests in great measure to the surrounding wilderness. New structures, no matter how lovely, should be located at a fair distance from the shore, to minimize encroaching on the scenery."

(Public Consultation)

Plans of Subdivisions

- Where physical site conditions dictate, lot sizes and setbacks should be increased to ensure development does not adversely impact on water quality.
- In addition to the policies in this plan, Parks Canada will use the guidelines for environmentally sensitive shore land development contained in the shoreline environmental design guidelines as a basis for reviewing and commenting on shoreland development proposals, and will encourage other agencies to do the same.
- Developers are encouraged to discuss their proposals with government agencies and interest groups prior to submitting plans and requests for amendments, severances, etc. This procedure would result in less conflict and more environmentally sensitive development.
- Plans of subdivisions should be used as the most appropriate means of traditional single lot, individually serviced residential development. They should be designed and implemented to have the least impact on the environment, especially natural shorelands, wetlands, wildlife habitats and the natural appearance of the shoreland.
- Development through a plan of subdivision should protect shoreland vegetation, wetlands and other environmentally sensitive sites. Storm water collection and retention systems should conform with local and provincial storm water management practices.
- Large scale, traditional subdivisions adjacent to lockstations are discouraged. They are a significant change in land use and would likely have a substantial impact on the heritage and scenic character of the area.

Site Plan Control

- Site plan control should be used for all shoreland development to help protect the natural, historic and scenic features of shorelands.
- Parks Canada, the Conservation Authorities and the Ministry of Natural Resources will assist Canal Corridor municipalities and land owners in implementing site plan control through the provision of technical advice.

Consents to a Land Severance

- Parks Canada will review consent applications from the perspective of their potential impact on the Canal's historic and natural environment, scenic value and recreational use. Consents will be opposed if the environmental impact and cumulative impact cannot be adequately mitigated.
- If the impact of development can be mitigated, Parks Canada may request a subdivision agreement to ensure development is in harmony with the surroundings, particularly for lands adjacent to lockstations, scenic areas, areas of significant historic and archaeological value, natural areas, narrow channels and congested parts of the Canal.

Shoreline Structures and Alterations

- Maintaining the ecological integrity of the environment and public safety will take priority over shoreline construction or alterations.
- Shoreline structures, such as docks and walls, may only be located where there are no boater conflicts, where there is sufficient capacity to accommodate additional boating activities, and where an environmental assessment has determined that the impact can be mitigated.
- A policy for boathouses, boat ports and boat lifts on the bed of the Canal up to the controlled water elevation will be developed in consultation with interested parties. Until the policy is developed, no new structures will be allowed. Existing structures will be allowed to remain, but cannot be enlarged.
- Minimal dredging for access to deep water, minor filling of the bed of the Canal

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Transmission Line, Bridge
and Pipeline Crossings

Information and
Awareness

in order to build environmentally sensitive shoreland protection structures, and the construction of docks for private use will be permitted as long as the above meet environmental assessment and public safety requirements.

- Detailed policies on shoreline structures and alterations and guidelines for residential and resort development are contained in Appendix III.
- Parks Canada will allow additional crossings of the Rideau Canal provided they are located, designed and constructed in a manner to have the least visual and physical impact on the natural, historic and scenic values of the Rideau Canal. Policies for these crossings are provided in Appendix IV.
- Parks Canada will work with the Ministry of Culture, Tourism and Recreation, local heritage groups, residents, developers and municipalities to undertake a cultural landscape study of the Canal Corridor. The study will identify the location and characteristics of distinct cultural landscapes from Kingston to Ottawa and identify strategies to protect the diversity of the Canal Corridor.
- Parks Canada will identify lands adjacent to lockstations having significant archaeological, historic, natural or scenic value to encourage protection and sensitive development.
- Design guidelines for new construction in historic settings and the maintenance and restoration of cultural landscape features will be developed to help landowners, developers and municipalities protect the Canal Corridor environment.
- Parks Canada will encourage municipalities to adopt the above design guidelines and the findings of the cultural landscape study as municipal policy through the provisions of the *Ontario Heritage Act*.
- Parks Canada and the Friends of the Rideau will jointly produce detailed guidelines for environmentally sensitive development, management and restoration of Canal shore lands. Shoreland residents are encouraged to adopt the guidelines in the management of their lands. Municipalities will be encouraged to adopt these guidelines to assist them in implementing site plan control.
- Parks Canada will work with the Ministry of Culture, Tourism and Recreation and municipalities to support the establishment of Local Architectural Conservation Advisory Committees (LACAC) and will work with them to protect the Canal Corridor's cultural landscapes.
- Parks Canada will foster and support local efforts to protect the historic, natural and scenic features of the Canal Corridor. Community efforts to protect land will be encouraged. This includes donations of land or money, stewardship agreements and awareness programs.
- Parks Canada will work with others in conducting studies and inventories to identify critical areas that should be protected throughout the Canal Corridor.



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6.3 Ensuring a Healthy Environment

6.3.1 Introduction

The natural environment of the Rideau Canal Corridor is made up of a number of ecosystems. An ecosystem consists of land, water, air and living organisms, including humans. Everything and everyone has a place and a function. Everything and everyone has an effect on the environment and, conversely, the environment has an effect on everything and everyone. These connections make ecosystems fragile. Ecosystems have a limited capacity to withstand change. The key to a healthy environment is to maintain ecosystem integrity - this means a diversity of species, self-regulating, self-sustaining and dynamic not static.

Within the Rideau Canal Corridor, the natural environment is under pressure from human development and increased recreational use. This has resulted in a loss in the number and the quality of wetlands, fish and wildlife habitats, natural shore lands and woodlands, and a deterioration in water quality. A healthy economy and society are dependent upon a healthy environment. If this trend continues, the Canal Corridor will suffer.

To ensure a healthy environment, the Rideau Canal Corridor must be managed using an "ecosystem approach". This requires the co-operative effort of all levels of government, the private sector, corridor residents and visitors. An improved quality of life is the end result.

6.3.2 Our Vision of Tomorrow

The natural environment of the Rideau Canal Corridor is highly valued, respected and managed through co-operative efforts and individual stewardship. The Canal Corridor is widely regarded as a model of effective co-operative management, which balances protection and sustainable use.

Assessing the local and cumulative impact of all development, and agricultural and recreational activities is standard practice. Environmental indicators are established as a means of determining ecosystem health. Wildlife habitats and areas of natural and scientific interest are known and protected. All sources of water pollution are under control. Perceived changes in water quality are reversed. Environmentally aware residents and visitors ensure the protection of the natural environment.

6.3.3 Wetlands

Wetlands are among the Corridor's most important and threatened natural resources. Further loss of wetlands will result in the decline of biological diversity, water quality and recreational and educational value. Wetlands are important to the local economy by providing opportunities for nature appreciation, as well as fishing, hunting and trapping.

Wetlands are lands that are permanently or intermittently under water up to two meters. Wetlands are characterized by plants and/or animals that are adapted to living in wet conditions.

Results

Although a number of major wetlands have been studied (including Easton-Kilmarnock, Smiths Falls-Poonamalie and Cataraqui wetlands), further information on other wetlands is required. In addition, those areas studied require implementation of specific recommendations through a co-ordinated approach. Canal wetlands are owned and managed by Parks Canada, but their long-term survival depends on the actions of all governments and individuals.

- Parks Canada will work with the Ministry of Natural Resources, the Conservation Authorities, municipalities, Corridor interest groups and universities to:
 - complete the inventory of the Canal's wetlands and ecologically related shorelands, and
 - prepare additional resource management plans for protection and sustainable use of the major wetlands along the Canal.

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- The *Federal Policy on Wetland Conservation* will provide the overall direction for the protection and management of wetlands under Parks Canada jurisdiction, i.e. on the bed of the Canal up to the controlled water elevation.
- Parks Canada will establish a wetland management agreement with the Ontario Ministry of Natural Resources. Consideration will be given to allowing the Ministry to manage those wetlands along the Canal that have been identified as provincially significant (i.e., Class 1, 2 and 3) in accordance with the *Ontario Wetland Policy*. Parks Canada will take the lead role in managing all other wetlands and aquatic plant communities along the Canal in accordance with the *Federal Policy on Wetland Conservation*.
- Parks Canada will actively support the incorporation of wetland conservation policies into municipal plans and processes. Municipalities will be encouraged to designate privately owned wetlands and adjacent natural areas as environmental protection areas in their Official Plans. This will ensure that development and use of these areas is sustainable.
- Dredging or filling in wetlands located on the bed of the Canal up to the controlled water elevation will not be permitted.
- Parks Canada will work with the Ministry of Natural Resources, Conservation Authorities and interest groups to raise public awareness of the value of wetlands, the principles of protection and sustainable use, and the regulations regarding public use.

6.3.4 Fish and Wildlife

Fish and wildlife habitats are threatened by increased development and use of the Canal Corridor. The Ministry of Natural Resources, Parks Canada, the Conservation Authorities and municipalities all play a role in managing and protecting fish and wildlife habitats and populations. Co-ordination of research, planning and monitoring of the location and significance of the Canal's fish and wildlife is required to make better protection and use decisions. The provincial Ministry of Natural Resources will continue to be the lead agency in regulating harvesting and protecting fish and wildlife habitats.

Results

- Parks Canada will support the activities of the Ministry of Natural Resources through the regulation of dredge, fill and construction activities on the bed of the Canal up to the controlled water elevation. This will ensure that there is no net loss of fish habitat or impact on fish spawning. The impact of public access on fish spawning and bird nesting will be assessed. Restrictions to these areas during sensitive periods will be proposed if required to protect wildlife.
- Parks Canada will work with the Ministry of Natural Resources in regulating hunting, trapping and fishing so that sufficient attention is given to ecosystem integrity and wildlife viewing opportunities.
- Co-operative programs will be developed with the Ministry of Natural Resources, the Conservation Authorities, lake associations, municipalities, universities, other special interest groups and the corporate sector to:
 - carry out fish habitat inventories and produce fisheries management plans for those areas requiring specific remedial or protection measures;
 - assess the Canal Corridor game and non-game species and prepare resource management plans for those species that require active management to ensure their survival; and
 - identify areas of high biological and interpretive value for protection and nature interpretation, and promote the protection of these areas through community land protection efforts, Official Plan designations and private stewardship.

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6.3.5 Aquatic Vegetation

Results

- Parks Canada will work with the Ministry of Natural Resources to determine the extent of non-native species (e.g., purple loosestrife, zebra mussels), methods of managing these populations, and impacts on the ecosystem and recreational use of the Canal.
- The impact of Parks Canada water management activities on the fish and wildlife resources of the Canal will be addressed through a water management study. Adjustments in procedures will be made where possible, recognizing that a balance between navigation and environmental protection needs is desirable.
- Programs will be developed in co-operation with Corridor partners to increase awareness and identify how the public can help in the protection of fish and wildlife resources and the control of non-native species.

Aquatic vegetation is an important component of Canal ecosystems, removing nutrients from the water and providing a habitat and a food source for fish and numerous other organisms. In highly enriched sections of the Canal, the proliferation of aquatic vegetation interferes with boating, swimming and other recreational activities. A balance between recreational use and habitat protection is necessary. Parks Canada is the lead agency in aquatic vegetation management, with support from the provincial Ministries of Natural Resources and Environment and Energy.

- Parks Canada will continue to monitor and control aquatic vegetation in the official navigation channel as identified on hydrographic charts of the Rideau Canal.
- Applications for mechanical control will be reviewed to ensure proposals meet federal environmental assessment and Ministry of Natural Resources requirements. The *Provincial Guidelines for Aquatic Plant Control* will be used by Parks Canada to regulate the private control of aquatic vegetation.
- The use of herbicides to control aquatic vegetation on lands and waters under Parks Canada jurisdiction will be prohibited.
- Commercial harvesting of wild rice will be prohibited on the bed of the Canal up to the controlled water elevation. The introduction of non-native strains of wild rice will not be allowed.
- Parks Canada will obtain information to manage aquatic vegetation to determine the environmental impacts resulting from control measures.
- Programs will be developed to increase awareness of the benefits of and need for aquatic vegetation in the ecosystem and the role the public can play in its protection.

6.3.6 Water Quality

Water quality in certain sections of the Canal has deteriorated as a result of nutrient run-off from adjacent land use activities, such as septic systems, sewage treatment plants and agriculture. Development has caused the loss of wetlands and natural shorelands, thus eliminating these natural filtration systems for the water.

The Ontario Ministry of the Environment and Energy has the mandate for water quality, however, federal, provincial and municipal governments must support the actions of the Ministry of the Environment and Energy through individual and co-operative actions.

A co-operative study entitled *The Rideau Lakes Basin Carrying Capacities and Proposed Shore Land Development Policies* (1992), was the first step in assessing the cumulative impact of shoreland and water activities and their effect on

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Results

water quality. Implementation of the recommendations is required to protect water quality. Further refinement in the carrying capacity concept will occur as more information becomes available.

- Parks Canada will work with municipalities, the Rideau Valley Conservation Authority and the provincial Ministries of the Environment and Energy, Agriculture and Food, Municipal Affairs and Natural Resources to implement the recommendations of the *Rideau Lakes Basin Carrying Capacities and Proposed Shore Land Development Policies* and the *Rural Beaches Study*. Municipalities and private landowners will be encouraged to take actions themselves.
- Parks Canada will contribute to improvement in water quality by protecting wetlands, by ensuring lockstation facilities and maintenance practices and water management procedures are environmentally friendly, by reviewing shoreland development and other projects from an environmental impact perspective, and through public awareness programs.
- The provincial Ministries of the Environment and Energy and Agriculture and Food, and the Conservation Authorities will continue to identify sources of pollution from agricultural run-off and to take actions to minimize this source of pollution.
- Lake associations and municipalities will be encouraged to carry out inspections of private sewage treatment facilities, with technical assistance from the Ministry of the Environment and Energy.
- Marinas will be required to provide a holding tank pump-out service that complies with existing standards as a condition of water lot license renewal.
- The Ministry of the Environment and Energy and municipalities will be encouraged to adopt measures to reduce pollution in urban storm water. New urban areas along the Canal should have stormwater management plans.
- If it is determined that a study of the water quality of the Cataraqui River basin is required, Parks Canada will participate.

Under the *Historic Canals Policy*, one of the four objectives identified for historic canals is to provide for navigation. On the Rideau Canal, navigation levels are maintained through a system of 14 reservoir lakes and numerous control structures. Water level and flow monitoring is accomplished through a network of automated gauges and staff recordings. In addition, the water is managed to minimize flooding and, to the fullest extent possible, satisfy recreational and wildlife needs, municipal water requirements and hydro-electric power interests. Given the number and the variety of interests in the waters of the Rideau Canal, water management is a complex and delicate process.

Results

6.3.7 Water Management

6.3.8 Assessing Human Impacts

- The *Rideau Canal Water Management Study* will provide the detailed direction required to manage the waters of the Canal.

All human activities in the Cataraqui and Rideau watersheds have potential to adversely impact on the Canal Corridor environment. The long-term cumulative effect of existing and future development on the environmental health of the Canal Corridor is unknown.

Parks Canada plays a lead role in assessing impacts on Canal lands and on the bed of the Canal up to the controlled water elevation, but everyone should assess their activities to minimize the cumulative impact on the environment. Many landowners are unaware of their role in the environmental assessment process.

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Results

- All actions and projects occurring within Parks Canada jurisdiction are subject to the federal Environmental Assessment and Review Process (EARP). This includes not only private and public construction activities, but also all planning documents. The complexity of the assessment depends upon the scale and nature of the project.
- An environmental assessment will be required for major private, municipal, provincial and federal projects and actions that could result in adverse environmental effects on Canal lands, the Canal bed and Canal waters.
- Parks Canada will work with the Conservation Authorities, the Ministry of Natural Resources, the Ministry of the Environment and Energy, municipalities and interest groups to establish environmental benchmarks. These benchmarks will measure environmental change and monitor the cumulative impact of human activities on the environmental health of the Cataraqui and Rideau watersheds.
- Through co-operative efforts with other government agencies, Parks Canada will raise awareness of the public's role in meeting the requirements of the Environmental Assessment and Review Process (EARP).



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6.4 Fostering Sustainable Use

6.4.1 Introduction

The Rideau Canal is a national treasure - a unique natural and cultural resource - with significant opportunities for education, recreation and tourism. The Canal Corridor has been used as a recreation and tourism area for over a century. Currently, about one million people live in the Canal Corridor and more than ten million people visit each year. The Canal Corridor has not realized its full potential as a cultural and eco-tourism destination.

Education, recreation and tourism are key to realizing this potential. Success is dependent on an understanding of, and sensitivity to, the Canal and Canal Corridor heritage resources, natural and cultural history and traditions, as well as the needs and expectations of visitors and Corridor residents. Co-operation with both the public, private, and non-profit sectors is also vital. The appropriate context for education, recreation and tourism on the Rideau Canal is provided by defining themes and messages, settings, market groups, fees, public safety and barrier-free access.

Fostering sustainable use is key to achieving the canal vision. Through leadership, partnerships and stewardship, the canal corridor can achieve its potential as a tourism, recreation and educational resource of international stature. This approach will help ensure a healthy environment, protection of a symbol of Canada's identity and an appealing place for people to live, work, play and visit, today and in the future.

6.4.2 Our Vision for Tomorrow

"Water quality does not seem to be in your mandate but we do not see how this can possibly be ignored for without decent, safe, water quality in the system lakes, tourism will die along with the lakes...."

(Public Consultation)

The Rideau Canal Corridor is widely recognized as an international heritage resource - cultural and natural - offering a wide variety of year round high quality educational, recreational and tourism experiences. Residents, visitors, the private sector and all levels of government recognize their individual and collective responsibilities in ensuring the natural and cultural integrity of the Canal Corridor. Tourism operators, tourism organizations, government agencies and municipalities are working together to develop and promote the Canal Corridor in a co-ordinated manner to target groups. The international tourism potential of the Rideau Canal is recognized. The Canal is promoted as part of a unique heritage tourism experience within the network of North American navigable canals and waterways. Decisions on sustainable tourism and recreation are based on sound information obtained through individual and co-operative studies. A variety of safe and enjoyable activities allows users to experience and learn about the Canal's heritage in a sustainable manner. Measures are in place to restrict unacceptable activities.

Through communication, both by the tangible example expressed by the physical setting and by the services offered, individuals, groups, organizations, communities, businesses, industries and governments better understand the heritage value of the Canal Corridor and the importance of environmental stewardship. They take action to ensure a sustainable future for the Canal Corridor. The educational potential of the Canal Corridor is fully developed as an integrated package for educational groups, residents, special interest groups and visitors. Canal lockstations, provincial parks, conservation areas and museums offer a wide variety of opportunities for visitors to learn about the Canal Corridor's natural and cultural history.

6.4.3 Rideau Canal Themes and Messages

From the perspective of Canadian identity, the heritage significance of the Rideau Canal is captured in its theme as **"A 19th Century Operating Canal"**. The theme forms the basis for protection, presentation and operation of the Canal as a nationally significant heritage resource. The important messages within the theme are:

- **Managing a Heritage Resource**, which illustrates the challenges of maintaining the delicate balance between protection of the Canal's cultural and natural resources and human use. An important message is the understanding that the

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environmental health and heritage character of the Rideau Canal Corridor are a shared responsibility. This means creating an understanding of heritage value and motivating individuals to stewardship is essential.

- **Canal Operations and Maintenance**, which focuses on the past and present day operations and maintenance, and the mission of the Rideau Canal.
- **The Changing Role of the Rideau Canal**, which encompasses the entire period of Canal operation from a defence route to its current role as a national historic Canal.
- **The Military Strategy and Canal Construction**, which describes the reasons for Canal construction and how it was an integral part of the military strategy for the defence of 19th century Canada.
- Parks Canada will ensure accurate presentation of the cultural and natural heritage of the Canal Corridor through research and service planning. Where appropriate, these activities will be carried out in co-operation with others.

Results

6.4.4 The Rideau Canal Setting

The variety in natural habitats, cultural landscapes, historic structures and traditions along the length of the Canal Corridor - from lockstation to lockstation and community to community - provides for a wide range of year round public opportunities and uses.

Results

- To assist in planning, developing, operating and maintaining visitor amenities, facilities, services and programs, Canal lockstations are grouped into three types of settings:

"The first priority should be improving the ecology and requiring coordinated environmental action on each project which will renew the environment to the extent that each project will not just sustain its situation but improve on it and that of its neighbours."

(Public Consultation)

Heritage - land base, landscape and abundance of historic and natural resources encourage visitors to learn about and experience the character and significance of "A 19th Century Operating Canal" through enhanced interpretive facilities and programs;

Recreational - land base and setting are conducive to the encouragement of appropriate recreational activities and opportunities for social interaction, where support services and facilities for such activities complement and do not detract from the site's historic and natural setting;

Solitude - relative isolation and undeveloped land base encourages the maintenance of a distinctive traditional character and landscape with minimal enhancement, for visitors to explore and appreciate its historic and natural resources on their own, in a manner compatible with the protection of these resources.

6.4.5 Market Groups and General Tourism Trends

The Rideau Canal Corridor is on the doorstep of millions permanent and of seasonal Corridor residents, school children visiting as part of their curriculum studies and tourists on summer vacation.

Rideau Canal users are segmented into these market groups:

Corridor and Shoreland Residents

Cottagers and permanent residents affect the Canal's natural and cultural environment through their development and use activities. They are concerned about environmental quality and are becoming more active in measures to protect their lifestyle. Based on geographic location, the impacts will vary depending on whether they are Corridor or shoreland residents. Therefore some services and programs must be specifically designed for one or the other sub-group.

Boaters

Canal boaters include both tourists and Corridor residents. Activity can be undertaken as a day cruise, sightseeing or a touring holiday. The increase in the number of boats on the Canal, their volume and speed affects safe navigation, the natural environment and public enjoyment of the Canal. A safe and

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	enjoyable boating experience is dependent on maintaining a natural and historic setting, managing for appropriate boating activities and providing quality facilities, services and information through co-operative efforts.
Heritage Users	Heritage users, tourists and Corridor residents, come to the Canal to discover its history and natural environment. Lockstations are the focus for interpretation programs by Parks Canada and by heritage groups in some Canal buildings. Global environmental and cultural preservation concerns have raised public interest in gaining more information on the importance of stewardship.
Organized Tour Groups	The bus tour market and school groups, both tourists and Corridor residents, visit the Canal to learn about its human and natural heritage or simply to enjoy the scenic heritage settings. This group presents opportunities for Corridor partners to work together to package tours to accommodate group needs and interests.
Passive Users	Picnickers, boat watchers and sightseers are the largest group of Canal visitors. These include both tourists and Corridor residents. Lockstations are most popular with this group since they provide high quality facilities and an historic and natural setting for relaxing and sightseeing.
Active Users	Traditionally, joggers and cyclists visit Canal lands primarily in the Ottawa Reach and along the Canal in Smiths Falls. Most are Corridor residents and more interested in the activity than learning about the Canal. User conflicts need to be managed through cooperative efforts. In recent years as part of ecotourism, a new type of cycling has emerged along the length of the Canal Corridor - cycle touring.
Winter Users	Skaters in Ottawa, ice fishermen, cross-country skiers and snowmobilers, both tourists and Corridor residents, use the canal to exercise, socialize and enjoy the heritage setting. Public safety concerns and the provision of facilities and services must be addressed through co-operative efforts.
Anglers and Hunters	Fishing and hunting are resource harvesting activities occurring throughout the Canal Corridor. Corridor residents who act as guides or depend on this activity for income derive an economic benefit from these traditional activities. Tourists are attracted to the Canal because of its reputation and the opportunity to enjoy these activities in a heritage setting. The challenge is to ensure these activities are conducted in an environmentally sensitive manner.
General Public	This group represents potential visitors and Canadians in general. Their impact on the Canal and the Canal Corridor is represented by their need or expectations for information and in their support to maintain the Canal as a nationally significant heritage and tourism site. Development of services and facilities must take into consideration the following general trends: • People are becoming more aware of environmental and cultural issues, and are looking for opportunities to participate in stewardship activities; • Increased popularity of ecotourism and historic/cultural appreciation; • A proliferation of new recreational pursuits especially water-oriented; • An aging and less active society which will increase the demand for high quality "comfort" locations; • Baby boomers, who are often new parents, have less available time, are quite affluent and prefer more amenities as found in comfort locations; • Frequent three - four day trips closer to home are common and; • People are looking for packaged vacations.
Results	• Parks Canada will conduct research on its own and in co-operation with others to better understand Canal user groups and potential markets in order to assist in determining appropriate amenities, facilities, services and programming.

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6.4.6 Education

- Parks Canada, through service planning, will develop strategies for each market group to outline the appropriate types of services and amenities, priority messages, resource requirements, partnering opportunities and costs.

Education is integral to the protection of our natural and cultural environment. Through education, Corridor residents, visitors and the general public are motivated to act as stewards of heritage. The Rideau Canal Corridor provides an excellent opportunity to communicate - by example and by services - the heritage values that are protected and managed by Parks Canada, in co-operation with others.

Parks Canada staff contact an estimated 300,000 persons annually, both on- and off-site, through personal and non-personal services designed to increase awareness, develop a better understanding and encourage stewardship actions. In addition, Parks Canada is assisted by Canal Corridor groups and organizations through the operation of museums in leased Canal buildings, co-operative programming and shared research.

Corridor and shoreland residents, the Corridor education community, boaters and heritage users are high priority audiences for Parks Canada.

Results

- Parks Canada will continue to provide services for all Canal market groups to increase awareness and appreciation of the Rideau Canal as a 19th century Operating Canal, its national historic significance and its natural value.
- In co-operation with the public and private sector, services and programming will be designed to increase awareness of the Canal's heritage significance and build a constituency of support throughout the Canal Corridor.
- Parks Canada will actively pursue opportunities to develop year round services and programs in co-operation with other Canal Corridor agencies and interest groups, both in the public and private sectors.
- Parks Canada will work with the Ministry of Education and Training and with other formal educational institutions to ensure appropriate linkages to curriculum, to encourage use of the Canal as a "first-hand experience" learning resource and to explore opportunities to package education programs.
- Parks Canada will conduct research on its own and in co-operation with others to assess effectiveness of education services and programming.
- A close working relationship with organizations operating museums in Canal buildings or offering services or programs on Canal lands will be maintained to ensure services and programs are complementary and meet Parks Canada standards.
- Parks Canada will work with other government agencies and interest groups to increase awareness of the value of the Canal's natural and cultural resources, the importance of sustainable use and to manage public safety concerns.
- Parks Canada will work with others to develop programs for Corridor residents and visitors to increase their awareness of natural and cultural environmental issues facing the Rideau Canal and to encourage them to take actions to protect and enhance the Canal's natural and historic environment.

6.4.7 Tourism and Recreation

The diversity in cultural landscapes, historic structures, history and traditions is the real strength of the Rideau Canal Corridor as a cultural tourism area. People are attracted to the Canal Corridor by its boating, fishing and cottaging opportunities, historic sites and villages, natural scenic beauty, museums, resorts and campgrounds, and generally quiet peaceful ambience. As a national historic site, the Rideau Canal contributes to the character and spirit of the

SECTION 6 – Achieving the Vision: A Strategy for Action

communities located along its route. In Ottawa, the Nation's Capital, the Canal creates a distinctive setting for many Canadian landmarks, international class facilities and festivals. As a part of the North American network of inland canals and waterways, the Canal offers significant opportunities to co-operate in the areas of international tourism - marketing, shared services and expertise. The Ministry of Culture, Tourism and Recreation is the lead provincial agency and Tourism Canada is the lead federal agency in encouraging and supporting the development of tourism facilities and services and, tourism promotion. Local travel associations co-ordinate tourism promotions in their areas.

As a recreational resource, the Rideau Canal Corridor provides a wealth of opportunities throughout the four seasons - both water and land based. New and innovative activities continue to develop as growth in personal leisure time continues its upward trend. All activities must be assessed as to the inappropriateness in terms of heritage protection and safety.

Tourism

Tourism and recreation are dependent on sustaining the Canal Corridor's heritage. This can only be achieved through co-operative actions with others.

Results

- Parks Canada is committed to maintaining the Rideau Canal as a resource for tourism, while recognizing the need for heritage protection, quality experiences and stewardship.
- Parks Canada will lead by example in sustainable development by providing high quality facilities and services on Canal lands for appropriate activities or through third party agreements. The Parks Canada will encourage the private sector and other agencies to provide the appropriate facilities and services on lands adjacent to the Canal. The basic level of service provided at each lockstation will be determined by the lockstation designation (heritage, recreational or solitude) and visitor use potential.
- Parks Canada will work with the tourism industry and government agencies in:
 - developing and presenting the Canal as a local, regional and national cultural tourism area;
 - promoting appropriate Canal Corridor activities and environmentally sensitive development of facilities and services necessary for these activities; and
 - promoting the Rideau Canal as part of the North American network of canals and waterways.
- Parks Canada will work with the New York State Canal Authority to:
 - develop an international tourism marketing strategy for the North American network of canals and waterways aimed at the British and European boating markets; and
 - identify and pursue opportunities to share and co-operate in the areas of research, services, expertise, etc.
- Parks Canada will forge links with and pursue co-operative opportunities in the areas of education, recreation and tourism with British and European Canal Authorities to further the awareness, understanding and enjoyment of the unique international heritage tourism experience offered by canals and waterways.
- Facility or service development proposals on or adjacent to the Canal will be reviewed by Parks Canada to determine the potential impact on existing activities and whether the development and associated activities are appropriate to the area's designation.
- Parks Canada will continue to be proactive in identifying opportunities for co-operative endeavours to expand appropriate use of the Canal year round. Some lockstations will be closed during the non-navigation season for safety reasons. The need for year-round use will be assessed through further planning initiatives.

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Recreation

- Parks Canada will encourage Canal Corridor residents to participate in the variety of educational and recreational opportunities available along the Canal.
- The safe and unimpeded passage of through boat traffic will be ensured, while allowing special events to occur within reasonable limits. Guidelines for special events will be developed in consultation with interest groups.
- The private sector, municipalities and government agencies will be encouraged to develop boater facilities and services that are in harmony with the environment.
- Parks Canada will work with Canal Corridor partners to promote and present the Rideau Canal Corridor as a package of related cultural and natural attractions to the bus tour and education markets. Ways will be investigated to accommodate the special needs of these market groups. They will be directed to lockstations and Canal Corridor attractions best able to provide quality experiences, while protecting heritage resources.
- Parks Canada, in co-operation with others, will continue to provide appropriate high quality recreational opportunities in a way that ensures protection of the resources, while meeting the needs and expectations of users.
- Parks Canada, in co-operation with others, will assess new recreational activities and all potentially conflicting existing activities along the Rideau Canal to determine if they are appropriate. The assessment will be based on the activity's potential for resource impacts, social impacts, public safety and liability, and how it allows the user to enjoy and appreciate the Canal's heritage character. An important consideration will be the appropriateness of the activity in relation to the diversity of the Canal Corridor.
- Parks Canada will work closely with all levels of government, local enforcement agencies and the private sector to monitor and manage recreational activities through information and awareness programs in conjunction with the enforcement of specific legislation.
- A safe navigation channel and opportunities to experience the full range of learning and recreational activities will be provided through management of boating in co-operation with other government agencies and the private sector.
- Additional boater capacity studies will be undertaken through co-operative efforts as the need arises. Local interest groups will play an active role in data gathering and policy formulation. Future studies will include an analysis of the limits of acceptable change, boater surveys and consultations to provide data on boater expectations and needs.
- Picnicking, boat watching and relaxing at lockstations will be encouraged as a way to enjoy and appreciate the Canal's heritage.
- Parks Canada will continue to work with municipalities and other agencies to provide for cycling and jogging facilities and services, and to promote the safe use and enjoyment of these facilities. Where feasible, Parks Canada will support the initiatives of other agencies by allowing trail linkages and co-operative services on Canal lands.
- Parks Canada will work with local interest groups and government agencies to identify and to provide for appropriate winter recreational opportunities.

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6.4.8 Public Safety

- Parks Canada will continue to work with the National Capital Commission to provide for skating along the Canal in Ottawa.

With increased use of the Rideau Canal, there is a need to ensure that public safety measures and an awareness program are in place. As Parks Canada's mandate involves the protection of cultural landscapes, historic structures and the natural environment, certain features inherent to these may be considered dangerous. The public must be made aware of any potential dangers along the Canal so that they can take responsibility and appropriate action.

Results

- In consultation with Canal Corridor interests, the need for establishing an overall speed limit on the Canal to control high speed boating will be investigated.
- Speed and wake controls in narrow channels and congested areas will be established to reduce conflicts, reduce erosion, and protect wildlife. The need for additional speed and wake control zones along the Canal will be investigated in consultation with Canal Corridor interests.
- Parks Canada will take reasonable care to protect the public from danger on Canal lands and waters, but will not install safety devices that would significantly alter the historic fabric, the natural environment or intrude on the heritage character of the Canal.
- Physical modifications to the historic fabric will be considered only when all other non-intrusive options have been explored and deemed insufficient to protect the public and staff.
- Canal services and programs will be assessed for their appropriateness. Any activity where an identified safety concern cannot be resolved to the satisfaction of Parks Canada will not be considered appropriate.
- An awareness program will be the major preventative initiative. Through staff training and both on- and off-site media, staff and the public will be made aware of the inherent risks and dangers along the Canal.
- Parks Canada will continue to work with other agencies in identifying and addressing safety concerns and promoting safety awareness.

6.4.9 Canal Fees

Boaters, land based visitors, and shoreline residents benefit directly by using Canal land, water, facilities, services and programs. In today's fiscal climate, it has become government policy that they contribute a fair share of the operation and maintenance costs, thus reducing the burden on the taxpayer. However, user fees must be sensitive to the regional economy, and prices charged by other suppliers of similar services. As well, fees must reflect the cost to the government for providing these services and the relative benefits to the user and to society as a whole. Examples of possible areas of cost recovery include, but are not limited to, day use, parking, docks, waterlots, interpretive services and boat permits.

Results

- Fees for lockage and mooring services for all boats including tour and rental boats will cover a fair portion of the cost of operations and maintenance.
- Fees for other types of Canal services, and the use of the Canal bed and water will be examined to ensure that they properly reflect fair value for the personal benefit received.
- A comprehensive comparison of private sector rates will be undertaken to confirm that, given the differences in services, seasonal and overnight mooring fees are in line with those of the private sector and other government suppliers. Mooring fees will continue to keep pace with private sector rates to ensure a healthy environment is provided for the growth of private sector business.

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6.4.10 Barrier Free Access

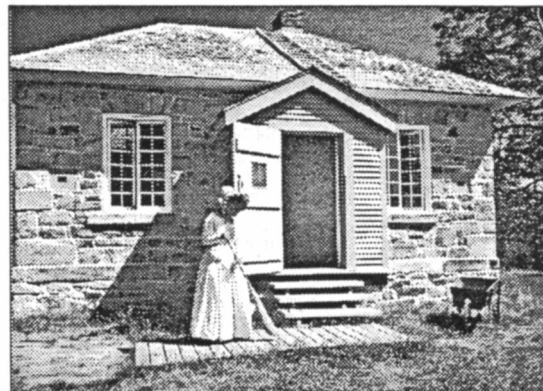
Results

- The feasibility of day-use fees on canal lands will be examined on a site-specific basis to determine if it is practical, fair and economical.
- Fees will be monitored to determine their impact on local and regional partners, competitors and the economy.
- A revenue plan guided by the principle of financial sustainability will identify opportunities to increase revenue from traditional sources and new areas of cost recovery.
- Parks Canada will work with its partners to develop and encourage compatible business opportunities and practices which benefit Corridor communities and increase revenue for the Canal. Examples include cost-sharing, joint funding, sponsorship and commercial use of Canal lands where appropriate.

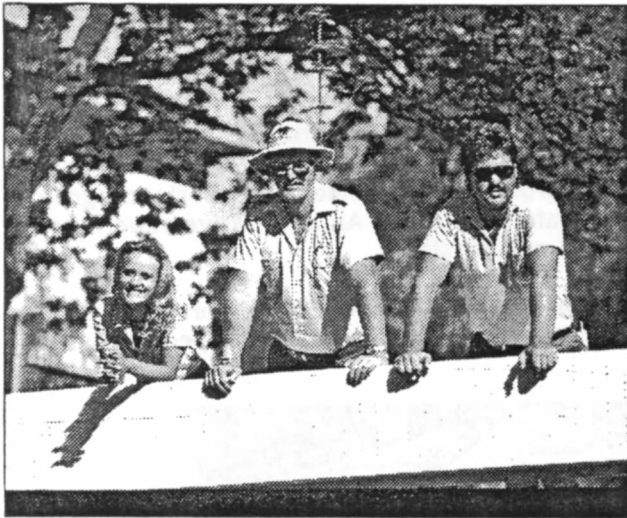
Treasury Board Policy requires barrier-free access to all federal buildings. On the Rideau Canal, implementation of this policy is a challenge requiring an integrated approach which balances the needs of canal users and heritage resource protection. Parks Canada's mandate to preserve, protect and safely operate the Canal will not be compromised.

Some Canal buildings are original historic structures, while others are contemporary. Federally-owned heritage structures are protected through application of Parks Canada *Cultural Resources Management Policy* and the Federal Heritage Buildings Review Office (FHBRO). Each proposed intervention is assessed to provide the most appropriate direction for access.

- A variety of facilities and services at Canal lockstations will be made accessible in order to offer persons with physical disabilities a range of opportunities. The degree of intervention to provide a given level of service will be directed by FHBRO designations, the *Cultural Resources Management Policy* and by the lockstation designation of Heritage, Solitude, Recreational and/or Gateway site.
- The basic level of service will be accessible at all stations. This includes: parking lots, major pathways, washrooms, drinking water, picnic areas and orientation services.
- As a general principle, access to the first floor of a thematically important structure will be provided. However, barrier-free access to an historic building may not be possible where it would compromise the historic integrity or fabric of the structure or create a safety problem. An alternative experience will be provided when direct access is not possible.
- Parks Canada will work with groups representing the concerns of persons with disabilities to ensure facilities and services meet their needs and expectations.



SECTION 7: Implementing the Results



SECTION 7 – Implementing the Results

7.1 Introduction

The Management Plan will be implemented through the use of existing human resources along with capital projects and will be subject to the availability of funds. The ongoing preservation of the engineering works and buildings will continue to be a priority. To the greatest extent possible, Parks Canada will enter into cost-share arrangements with other private and public sector partners to undertake studies, plans and projects, and will examine alternative ways to provide services to the public. The overall time frame to implement the plan is ten years.

7.2 Implementation

LEGEND:	H = high	L.T. = long term (7-10 years)
	M = medium	M.T. = medium term (4-6 years)
	L = low	S.T. = short term (1-3 years)

PROTECTING A SYMBOL OF CANADA'S IDENTITY Cultural Resources of the Rideau Canal

	Result	Priority	Time Frame
<i>Engineering Works</i>	• Preserve engineering works and develop monitoring and maintenance program • Retain manual operation of locks, bridges and dams • Carry out restoration and repair according to original design • Review proposed interventions on minor engineering structures • Use RMP and MMS as tools for preservation	H H H L H	Ongoing Ongoing Ongoing L.T. Ongoing
<i>Buildings</i>	• Preserve buildings of national historic significance, classified and recognized • Use CRM to evaluate buildings not classified or recognized • Ensure new buildings are compatible with heritage setting • Maintain evolutionary features on buildings where appropriate • Encourage occupancy of Canal houses • Ensure modifications are compatible with historic character • Produce an inventory of all buildings, develop schedules and guidelines for maintenance	H H H H H H H	Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing
<i>Skills and Activities</i>	• Establish inventory of cultural resources related to the tradition of a '19th Century Operating Canal' • Develop a strategy to ensure continued practice of skills and activities	H H	S.T. S.T.
<i>Artifacts</i>	• Manage according to CRM policy and Scope of Collections Statement	M	Ongoing
<i>Archaeological Resources</i>	• Produce strategy for protection, management, inventory and awareness • Protection of high potential sites takes precedence over any work • Inventory and examination of sites of historic and aboriginal period to determine condition and value	M H L	M.T. Ongoing L.T.
<i>Cultural Landscapes</i>	• Carry out site planning and develop protection guidelines for lockstations • Inventory and evaluate existing and evolved landscapes	M M	L.T. L.T.

SECTION 7 – Implementing the Results

	Result	Priority	Time Frame
	• Examine feasibility of period landscapes at lockstations	M	L.T.
	• Continue present land leases	H	Ongoing
	• Develop business regulations	H	S.T.
	• Acquire lands for heritage protections or for visitor facilities	L	Ongoing
	• Lease of purchase lands for operation, maintenance and administration	L	Ongoing
	• Dispose of surplus Canal lands	H	Ongoing
<i>Information and Awareness</i>	• Share expertise in cultural resource protection	M	Ongoing
	• Research on appropriate preservation practices	H	Ongoing
	• Ensure staff provided necessary knowledge and skills	H	Ongoing
	• Develop information programs on protection practices, techniques and skills	M	S.T.
	• Present cultural landscapes to raise awareness of heritage values	M	M.T.
	• Recognize owner participation in retention of heritage value of private buildings	M	M.T.
	• Where required, provide awareness programs for staff and occupiers of Canal lands for archaeological resources	M	M.T.
Cultural Landscapes of the Rideau Canal Corridor			
<i>Municipal Planning and Shore Land Development</i>	• Use the Management Plan as the official statement of federal interest in land use and development	H	Ongoing
	• Participate in the municipal planning and the shore land development process	H	Ongoing
<i>Plans of Subdivisions</i>	• Participate in the design and review of subdivisions to encourage sustainable development	H	Ongoing
<i>Site Plan Control</i>	• Encourage municipalities to adopt site plan control and assist in implementation	H	Ongoing
<i>Consents to a Land Severance</i>	• Review consent applications to ensure sustainable and appropriate development	H	Ongoing
<i>Shoreline Structures and Alterations</i>	• Review proposals for docks, dredging and filling and, marinas	H	Ongoing
	• Develop policy on boathouses, boat ports and boat lifts	H	S.T.
<i>Transmission Line, Bridge and Pipeline Crossings</i>	• Ensure proponents of utility crossings adhere to the <i>Policies for Transmission Line, Bridge and Pipeline Crossings</i>	H	Ongoing
<i>Information and Awareness</i>	• Undertake cultural landscape study with others	H	S.T.
	• Identify lands of heritage value adjacent to lockstations	H	M.T.
	• Develop design guidelines for new construction in historic settings	H	M.T.
	• Encourage municipalities to adopt design guidelines and findings of cultural landscape study as municipal policy	H	M.T.
	• Produce handbook for sustainable shore land development and use with others	H	S.T.
	• Work with others to support establishment of LACACs and provide assistance in protection of cultural landscapes	H	Ongoing

SECTION 7 – Implementing the Results

	Result	Priority	Time Frame
ENSURING A HEALTHY ENVIRONMENT	• Support local efforts to protect sensitive lands through communities' efforts	H	Ongoing
	• Working with others, conduct studies and inventories to identify critical areas	M	L.T.
	<i>Wetlands</i>		
	• Studies and resource management plans	H	L.T.
	• Protect wetlands with MNR and municipalities	H	Ongoing
	• With others, raise awareness of wetland value, protection and use	H	Ongoing
	<i>Fish, Wildlife</i>		
	• Assist MNR in protecting fish habitat	H	Ongoing
	• Participate in fish habitat studies, plans and regulations	M	L.T.
	• Participate in studies and plans for game and non-game species	M	L.T.
	• Identify area of biological and interpretive values	M	L.T.
	• Assist in exotic species control	H	Ongoing
	• Monitor water management procedures	H	Ongoing
	• Develop awareness programs with others	H	Ongoing
	<i>Aquatic Vegetation</i>		
	• Control in navigation channel	H	Ongoing
	• Review applications for private control	H	Ongoing
	• Research and public awareness programs	H	Ongoing
FOSTERING SUSTAINABLE USE	<i>Water Quality</i>		
	• Participate with others to implement the <i>Rideau Lakes Study</i>	H	L.T.
	• Take actions in all areas of federal jurisdiction	H	Ongoing
	• Participate with others in study of the Cataraqui watershed	M	M.T.
	• Working with others develop awareness programs	H	Ongoing
	<i>Water Management</i>		
	• Implement <i>Rideau Canal Water Management Study</i>	H	Ongoing
	<i>Assessing Human Impacts</i>		
	• Assess all Parks Canada activities	H	Ongoing
	• Participate with others in cumulative impact assessment of both watersheds	H	Ongoing
	• Working with others establish environmental benchmarks	H	S.T.
	• Raise awareness of public role in EARP	H	Ongoing
	<i>Rideau Canal Themes and Messages</i>		
	• Conduct research and planning to ensure accurate presentation	H	Ongoing
	• Group canal lockstations into three types of settings - Heritage, Recreational and Solitude	M	S.T.
	<i>Rideau Canal Lockstations</i>		
	• Research on user groups and potential markets to assist in determining appropriate amenities, facilities, services and programming	H	Ongoing
	• Establish market group strategies	H	S.T.
	<i>Market Groups and General Tourism Trends</i>		
	• Provide services for all users groups to increase awareness and appreciation of Rideau Canal themes	M	Ongoing
	• Work with others to build constituency of support	H	Ongoing

SECTION 7 – Implementing the Results

	Result	Priority	Time Frame
<i>Education Tourism</i>	• Develop year round services in co-operation with others	M	L.T.
	• Work with education community to create curriculum linkages, to encourage use and to package programs	H	S.T.
	• Assess effectiveness of services and programs	H	Ongoing
	• Work with lessees of Canal buildings and lands to ensure programs and services are complimentary and meet standards	M	Ongoing
	• Work with others to increase awareness of sustainable use and public safety	H	Ongoing
	• Work with others to increase understanding of environmental issues and encourage stewardship	H	Ongoing
	• Lead by example and work with others to provide high quality and sustainable facilities and services	M	L.T.
	• Work with others to balance tourism activities with mandate for heritage protection, quality experiences and stewardship	H	Ongoing
	• Work with tourism industry and government agencies to promote cultural tourism and Canal network	M	L.T.
	• Work with New York State Canal Authority	H	S.T.
	• Work with British and European Canal Authorities	M	S.T.
	• Review development proposals to determine impacts and appropriateness	H	Ongoing
	• Identify opportunities for co-operative efforts to expand use of Canal year round	L	L.T.
	• Encourage residents to participate in opportunities offered	M	Ongoing
	• Develop guidelines for special events	H	S.T.
	• Encourage co-operative efforts to develop environmentally sensitive boater facilities and services	H	L.T.
	• Work with others to provide services and programs for bus tour and education markets	M	L.T.
<i>Recreation</i>	• Work with others to provide appropriate recreational opportunities	M	L.T.
	• Working with others to determine appropriateness of new and existing recreational activities	H	S.T.
	• Work with others to monitor and manage through information programs and enforcement	H	Ongoing
	• In cooperation with others, provide a safe navigation channel and opportunities for learning and recreational activities	H	Ongoing
	• Work with others to undertake boater capacity studies as required	L	L.T.
	• Encourage picnicking, boat watching and relaxing at lockstations	H	Ongoing
	• Work with others to provide for cycling and jogging facilities and services	M	L.T.
	• Work with others to provide appropriate winter recreational opportunities	L	L.T.
	• Work with NCC to provide for skating	H	Ongoing
<i>Public Safety</i>	• Investigate need for overall speed limit on Canal	H	S.T.
	• Establish speed and wake controls in narrow channels and congested areas	H	L.T.
	• Assess services and programs	H	Ongoing
	• Provide staff training, on- and off-site media, etc. to create awareness of risks and dangers	H	Ongoing
	• Work with others to identify and address safety concerns and promote awareness	H	Ongoing

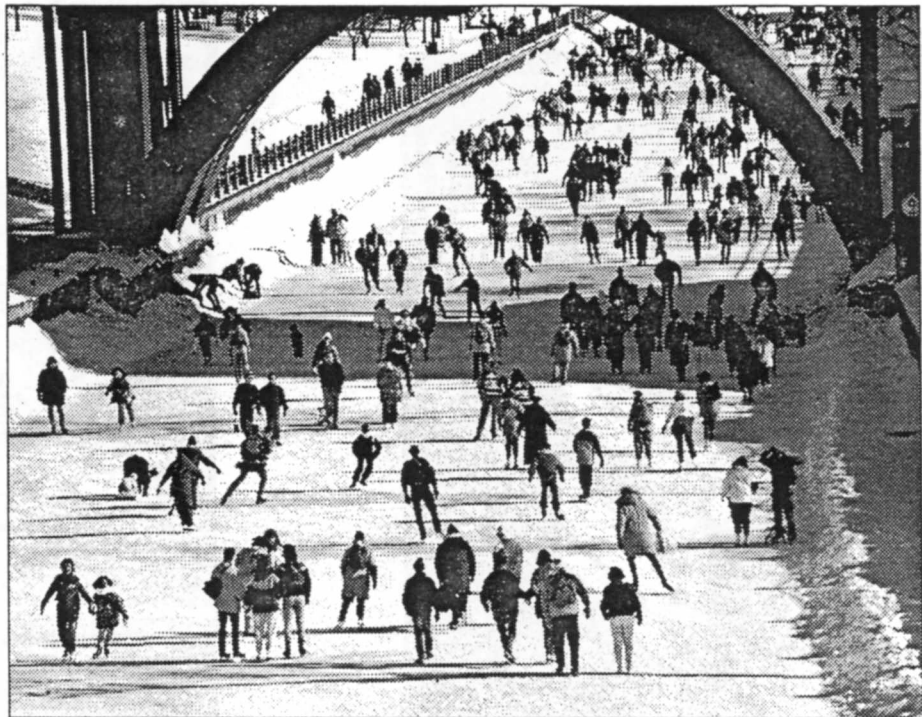
SECTION 7 – Implementing the Results

	Result	Priority	Time Frame
<i>Fees</i>	• Review rates for services provided	H	S.T.
	• Examine potential for cost recovery for other types of Canal services	H	S.T.
	• Examine feasibility of day-use fees on Canal lands	H	S.T.
	• Develop revenue plan for pricing and user-fee management	H	S.T.
	• Monitor impact of fees on local and regional partners and competitors	M	L.T.
	• Work with others to explore other sources of revenue	M	M.T.
<i>Barrier-Free Access</i>	• Make accessible a variety of facilities and services to provide a range of opportunities	H	S.T.
	• Provide basic level of service at all lockstations	H	S.T.
	• Provide for alternative experiences where access is not possible	H	S.T.
	• Work with groups to ensure facilities and services meet needs and expectations	H	Ongoing

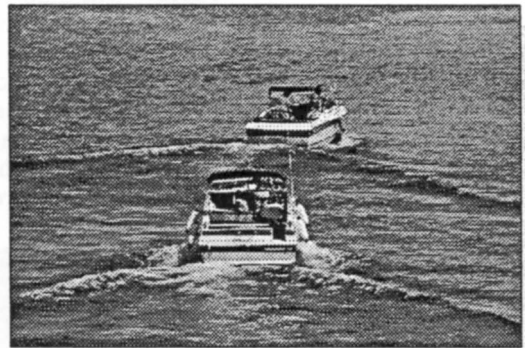
7.3 Review and Amendment Procedure

This Management Plan is dynamic - it must be able to provide relevant policy direction in a rapidly changing world. To accomplish this, the Plan will be reviewed annually by the Superintendent, who will prepare a report identifying what actions have been taken to achieve the Vision for the Rideau Canal. The review will also determine how well the policies in the Plan have been able to provide direction for the protection, presentation and operation of the Canal.

If it is determined that the Plan needs to be amended, the Superintendent will prepare an amendment and circulate it to government agencies, interest groups, municipalities and the general public for comment and review. The nature of the public review will depend upon the amendment. The amendment will then be approved by the Minister and form part of the Plan.



APPENDICES



Appendix I

ROLES AND RESPONSIBILITIES OF RIDEAU CANAL CORRIDOR AGENCIES

Parks Canada

The management of the Rideau Canal Corridor is the responsibility of federal and provincial departments or ministries (agencies), Conservation Authorities and municipalities. These agencies regulate activities and manage programs to protect the natural and historic values of the Canal Corridor, and provide public use opportunities. Municipalities are empowered to regulate land use.

The goal of Parks Canada is:

To preserve and present the Canal, its structures and natural environment as a functioning system of national historic significance, while at the same time operating and maintaining it as a waterway for optimum recreational use. As well, Parks Canada will co-ordinate federal activities with those of the Province of Ontario, municipalities, and private interests to develop the Canal's recreational potential while preserving its historical and natural environment.

(Rideau Canal Theme and Objectives, 1989)

Responsibilities include:

- preservation of buildings and engineering works on Canal lands.
- presentation of heritage awareness and environmental stewardship messages.
- operation of the Canal as a functioning navigable waterway.
- management of water to ensure adequate draft for navigation.
- regulation of activities on the bed of the Canal up to the controlled water elevation and on Canal lands, e.g., construction, occupation, dredging and filling.
- protection of the natural resources of the Canal in co-operation with others.
- provision of facilities and services and management of recreational use in co-operation with others.
- review of municipal planning and shoreland development activities.
- co-ordination of its activities, plans and programs with other agencies, municipalities, interest groups and the private sector to ensure the environmental and economic health, and recreational and tourism potential of the Canal Corridor.

Provincial Agencies

Ministry of Natural Resources

The goal of the Ontario Ministry of Natural Resources is to contribute to the economic and social well being of the people of Ontario through the sustainable development of the natural resources of the province. The Ministry of Natural Resources is the lead provincial agency responsible for management and protection of natural resources, including fish habitat and wetlands.

Responsibilities include:

- regulation of fishing and hunting.
- protection of fish and wildlife populations and habitat.
- provision of opportunities for outdoor recreation, education and nature appreciation.
- review of municipal planning and shoreland development activities.
- participation in the identification and conservation of unique and representative natural and scientific features.

Ministry of the Environment and Energy

The Ministry of the Environment and Energy is responsible for water quality including monitoring, regulating and co-ordination of pollution abatement programs.

Responsibilities include the:

- establishment of water quality objectives for surface and ground water.
- regulation of the operation of sewage treatment systems, pump-outs, holding tanks on boats, and land fill sites.
- monitoring of water quality and co-ordination of abatement programs.
- regulation of the quality and quantity of storm water discharges.
- review of municipal planning and shoreland development activities.

Appendix I

Ministry of Culture, Tourism and Recreation

The Ministry of Culture, Tourism and Recreation is responsible for the protection and presentation of the Ontario's cultural heritage and provides technical and financial assistance in support of local preservation efforts.

It is also responsible for the development of tourism and recreation opportunities in the province through collaboration with the public and private sectors.

Responsibilities include:

- encouraging the formation of local heritage groups and the provision of technical and financial assistance in support of their preservation efforts.
- encouraging the development of local municipal heritage policies and programs, including planning policies which deal with the protection of heritage resources.
- being the government's principle instrument in the leisure business.
- aggressively collaborating with public and private partners to optimize leisure resources and opportunities.
- stimulating an environment that fosters the development of ethical, sustainable leisure opportunities.
- knowing and voicing the needs of the public and providing direct services if essential needs cannot be met by others.

Ministry of Municipal Affairs

The Ministry of Municipal Affairs is the agency responsible for municipal land use planning including the review and approval of municipal plans and subdivision applications.

Responsibilities include:

- review and approval of municipal planning and shoreland development.
- ensuring co-ordination between adjoining municipalities on planning matters.
- ensuring municipal planning implementation in accordance with provincial law and policy.

Ministry of Agriculture and Food

The role of the Ministry of Agriculture and Food is to foster a competitive, economically viable and environmentally responsible agricultural industry.

Responsibilities include:

- provision of funds and technical support for agricultural land stewardship and pollution abatement programs.

Ontario Provincial Police (OPP)

The Ontario Provincial Police is responsible for enforcing federal and provincial statutes on Canal lands and waters, e.g. *Small Vessel Regulations*, *Trespass to Property Act*, *Liquor Licence Act*, *Criminal Code*, etc.

National Capital Commission

The National Capital Commission co-ordinates the activities of all federal agencies in the National Capital Region. Its mandate consists of three main elements:

- making the Capital into Canada's meeting place by encouraging the active participation of Canadians in the evolution of their Capital;
- using the Capital to communicate Canada to Canadians in order to assist in the development and highlighting of Canadian national identity; and
- safeguarding and preserving the Capital for future generations.

Royal Canadian Mounted Police

The Royal Canadian Mounted Police enforces federal and provincial statutes on Canal lands and waters between Ottawa Locks and Hogs Back Lockstation.

Federal Agencies

Appendix I

Conservation Authorities

Canadian Coast Guard

The Canadian Coast Guard is responsible for the operation and maintenance of marine aids to navigation, and reviews applications for major marine works to ensure they do not affect navigation.

Environmental Protection Service

The Environmental Protection Service is responsible for the protection and management of migratory birds through development of regulations, habitat management and supporting research and surveys. Along with the provinces and territories, they undertake programs of research and management related to other wildlife where there is a national interest, and advises federal agencies on wildlife matters.

Rideau Valley Conservation Authority

The role of the Rideau Valley Conservation Authority is to maintain and improve the quality of the valley environment through watershed planning, co-operative resource management and conservation awareness.

Responsibilities include:

- regulation of fill and construction activities on the flood plain.
- review of municipal plans and development proposals.
- input into and review of urban drainage, storm water management and agricultural drainage projects.
- co-ordination and preparation of resource management plans and programs on a watershed basis.
- conservation awareness and land stewardship programs.
- monitoring the environmental health of the watershed.
- provision of opportunities for outdoor recreation on conservation authority lands.

Cataraqui Region Conservation Authority

The role of the Authority is to foster an environmentally sound watershed through leadership, co-ordination and public participation.

Responsibilities include:

- regulation of fill and construction activities on the flood plain.
- review of municipal plans and development proposals.
- conservation and protection of surface water, ground water resources and environmentally sensitive areas.
- fostering environmental stewardship and a better understanding of the natural environment.
- provision of public open space.

Municipalities

The *Ontario Planning Act* places municipalities in the lead role for protection of the historic, natural and scenic values of the Canal Corridor through their regulation of land use.

Appendix II

RIDEAU CANAL SCOPE OF COLLECTIONS STATEMENT

COMMEMORATION OF THE RIDEAU CANAL BY THE HISTORIC SITES AND MONUMENTS BOARD

The Rideau Canal was first commemorated by the Historic Sites and Monuments Board in 1926:

"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 November of 1987, the Board reaffirmed its October 1967 recommendation that the entire lock system of the Rideau Canal, including locks, blockhouses, dams, weirs and original lockmasters' houses, be declared of national historic significance.

Further, the Board recommended that the Rideau Canal is of outstanding national significance and that Parks Canada should, as previously recommended, establish it as a national historic park or, failing that, manage it as such.

"A 19th Century Operating Canal"

THEME AND OBJECTIVES

This overall theme is based on the characteristics of the development, use and environment of the Rideau Canal, which justify its designation and operation as a Canal of national historic significance.

The theme recognizes the national historic significance of the Canal given:

- the magnitude, impact and engineering accomplishments of the construction of the Canal;
- its role in the military strategy for the defence of 19th century Canada;
- its role as an immigration and trade route into Upper Canada, and its impact on settlement and industry in eastern Ontario;
- its continuous operation in essentially the same manner for over 160 years, while preserving excellent examples of 19th century architecture and engineering in a natural heritage setting;
- its role in the development of recreation and tourism along the Rideau Canal Corridor.

The following components of the theme form the basis for the preservation and presentation of its heritage resources and its operation as a historic canal:

- Military Strategy and Canal Construction
- The Changing Role of the Rideau Canal
- Canal Operations and Maintenance
- Managing a Heritage Resource

(Reference: Rideau Canal Theme and Objectives, 1988)

GEOGRAPHIC AREA

Ideally historic objects for this collection should be those objects that were made and/or used in the Rideau Canal Corridor as outlined in the Management Plan for the Rideau Canal. Representative objects significant to the Canal may be collected from sources outside the Canal Corridor, with special consideration being given to Eastern Ontario.

TIME PERIOD

The theme "A 19th Century Operating Canal" emphasizes two important features: 1) the Canal was built between 1826 to 1832 and 2) the Canal has been in continuous operation since its completion.

The time period dates from the British military surveys of the area in the early 1800s to present. The surveys were undertaken to establish the best route for the Canal and are considered part of the construction story (the first British military survey was actually in 1783). The time period must extend to present because the Canal has been and still is in continuous operation. In the proposed policy for Parks Canada, the objective for Historic Canals states: "To foster

Appendix II

PURPOSE OF COLLECTION

appreciation, enjoyment and understanding of Canada's historic canals by providing for navigation...". The continuous operation (i.e., navigation) is unique to the Rideau as a historic site and, therefore, requires representation in the collection.

The purpose of the Rideau Canal historic objects collection is the preservation and presentation of the human and natural history and operations of the Canal. Excluding building and engineering structures, the purpose of the historic objects collections (i.e., artifacts) is presentation, that is, to illustrate the stories as outlined above. Although it is not the intent to produce reference collections, original objects that relate directly to the Canal and its theme will be collected.

COLLECTION CONTENT

The present collection and future collecting will concentrate on the Rideau Canal as a **19th Century Operating Canal**. The following subjects will further define the theme (Reference: Visitor Activities Plan, 1988):

- Canal surveys during late 18th and early 19th centuries
- Canal construction and engineering
- Canal operations and maintenance
 - Lock operations
 - Changing technology
 - Water management
 - Maintaining a navigable channel
 - Conservation and preservation techniques
 - Living and working conditions
- The military role
- Immigration and settlement
- Industry and commerce
- The Tay Canal
- Leisure and recreation
- The Canal as a heritage resource
- Aboriginal involvement in the Corridor*

TYPES OF OBJECTS

As the theme, the geographical area and the time periods are so broad, objects from all of the major categories as listed in Management Directive 2.1.21 Appendix B can be collected as they relate to the subjects summarized in Section 6 above.

Some categories require special reference. There are many significant structures, both buildings and engineering works, on the Canal. These are acquired, managed, maintained and deaccessioned through a number of processes, policies and guidelines, including the principles of the *Cultural Resources Management Policy* and the *Federal Heritage Buildings Policy*, rather than through this *Scope of Collections Statement*.

The following categories have special significance to the Rideau Canal:

- Building furnishings
- Personal objects
- Tools and equipment
- Transportation objects
- Recreational objects
- Packages and containers

* *The aboriginal involvement in the Canal corridor has not been well documented. Further research in this field may lead to changes in this statement.*

Appendix III

POLICIES FOR SHORELINE STRUCTURES AND ALTERATIONS

Docks

a) Individual Docks

- Small docks required to moor a boat associated with a single cottage will be allowed, subject to an environmental impact assessment and provided they will not interfere with boat traffic or result in an unacceptable impact on the aquatic ecosystem and boat capacity.
- The cumulative impact of docks on the aquatic ecosystem and boat capacity will be monitored.

b) Multiple Ownership (Communal Docks)

- Parks Canada encourages the use of communal docks to provide shared access for shoreland and backshore landowners.
- Parks Canada must be consulted during the planning, design and construction of the facility and in all studies and investigations.
- The concerns of other government agencies must be adequately addressed.
- Communal docks will only be located where there are no boater conflicts where there is sufficient capacity to accommodate additional boating activities and where impacts on the environment can be adequately mitigated.
- The proponent of a communal dock must undertake an environmental assessment for the project.
- All upland facilities, such as parking areas, should be set back from the shoreline and screened from view of the Canal by natural and/or planted vegetation.
- Shoreland not required for the facility or associated beach use (if feasible) should be retained and managed as natural open space.

c) Docks in Narrow Channels

A narrow channel is defined as a water body that is less than 100 meters wide. These sections of the Canal constitute a potential safety hazard to boaters and shoreland users owing to their restricted nature, concentrated boat traffic, and often a high level of shoreland development. The construction of docks and other structures must, therefore, be strictly controlled to avoid future conflicts.

- The protection of the aquatic environment and concerns for public safety will take priority over any dock construction.
- No additional docks will be allowed in any narrow channel where more docks would contribute to an already congested and dangerous situation.
- No new docks will be permitted where the channel is less than 30 meters wide. Thirty meters is the width of the navigation channel as defined in the *Historic Canal Regulations*.
- Where the natural channel is between 30 and 50 meters wide and there are no sharp curves to obstruct sight lines, small single residence docks may be allowed, subject to environmental assessment review.
- Where the natural channel is between 50 and 100 meters wide, single residence docks will be allowed, subject to environmental assessment review, except where the navigation channel is located in close proximity to the shoreline.

Appendix III

- Communal docks will not be allowed on narrow channels unless such docks are for small scale developments, are intended to be for short-term access or are intended to accommodate only a small portion of the residents. Applications will be judged on a case by case basis.
- Municipalities will be encouraged to identify narrow channels in their Official Plans along with policies to discourage high density shoreland development in these areas.

d) Docks in Wetlands

- The maintenance of the wetland function takes precedence over access to water.
- Construction of docks will not be permitted in Class 1, 2 or 3 wetlands, in accordance with the *Ontario Wetland Policy*.
- The construction of docks in any wetland between Mooneys Bay and Becketts Landing is prohibited in order to protect the remaining wetlands.
- The construction of docks in any other wetland along the Rideau Canal will be subject to an environmental assessment of the impact of the dock and associated boat channel on the aquatic ecosystem.
- Docks or marinas proposed in class 4-7 wetlands will be subject to an environmental assessment to show there will be no net adverse impact on the wetland and no net loss in wetland function as a result of construction, maintenance and long-term use.

e) Marinas

- The proponent will be required to submit a development plan to Parks Canada for review.
- All marina developments will be subject to environmental assessment and public consultation according to guidelines and standards approved by Parks Canada.
- A market study must demonstrate there is a demand for a marina facility.
- Marina facilities may only be located where the boat traffic generated will not result in use conflicts.
- The development should have a low profile, blend into the surrounding landscape and preserve as much as possible of the shoreline in its natural state.

GUIDELINES FOR RESIDENTIAL AND RESORT DEVELOPMENT

- Residential and resort development should not adversely affect water quality and should blend in with the surrounding landscape using the topography and forest cover as a natural setting.
- As much of the natural shore land frontage should be retained as possible. Water access for a beach or dock should have a minimal impact on the natural environment.
- Owners are encouraged to replace environmentally harmful shoreline structures with those that are more friendly to the environment.
- Where appropriate, designs should incorporate traditional architectural elements of buildings found along the Canal Corridor.

Appendix IV

POLICIES FOR TRANSMISSION LINE, BRIDGE AND PIPELINE CROSSINGS

Bridge Crossings

- Existing swing bridges will not be replaced by high level fixed bridges.
- The historic appearance of existing Canal bridges will be maintained and, if possible, enhanced.
- No destruction or significant impacts on wetlands and fish habitat during or as a result of new bridge construction will be allowed.
- The navigation channel must not be altered, i.e., the width and configuration cannot be altered if it results in unsafe boating conditions.
- The proponent must demonstrate that any new bridge crossing is absolutely necessary and cannot be incorporated with an existing fixed bridge crossing.
- No new bridge crossings within the view shed of any lockstation.
- No new bridge crossings within sections of the Canal designated as scenic, natural or historic.
- Bridge crossings in areas with long views are discouraged.
- The profile of high level bridges should be as low as possible.
- The construction of causeways will not be allowed.
- Earth embankments should be landscaped with natural vegetation to reduce the overall visual impact of the structure.
- Bridges should be designed to be visually appealing and complement the surrounding cultural landscape.
- Existing municipally-owned bridges of historic value will be identified by Parks Canada. Municipalities will be encouraged to maintain the historic appearance of these bridges.
- All plans and specifications for new bridges must meet with the approval of Parks Canada.
- A detailed environmental assessment must be undertaken by the proponent.
- The following guidelines for bridge construction must be considered in any design:
 - good harmonious proportions to convey a sense of balance;
 - symmetry and order;
 - integration into the setting through design and location;
 - appropriate surface texture and colour;
 - incorporation of natural elements; and
 - a positive, appealing impact on the landscape.

Railway Bridge Crossings

- In any decision to modify the appearance of a bridge, Parks Canada will work with the railway company to arrive at a mutually acceptable design that will respect the historic values of the bridge and the site.
- Parks Canada will assess the historic significance of bridge crossings of the Canal and make those findings known to the company and other appropriate agencies.
- Parks Canada will encourage the retention of abandoned bridge crossings for other public uses.
- No new railway bridge crossings will be allowed within the view sheds of lockstations.

Appendix IV

Transmission Line Crossings

- The need for any additional crossings must be fully documented along with an analysis of alternative routes.
- Crossings or additions to existing crossings within the view shed of any lockstation will only be allowed if there are no alternatives.
- Line consolidation may be allowed if it can be demonstrated that the net environmental impact will be less than two or more separate lines.
- Low voltage distribution lines should be located on the bed of the Canal where conditions are favourable.
- That portion of the right-of-way visible from the Canal must be planted with suitable native trees and shrubs.
- Clear cutting of vegetation will only occur where necessary to meet the requirements for conductor clearance.
- Any necessary slope stabilization work must not interfere with the aquatic ecosystem or safe navigation on the Canal.
- Construction activities must not unduly interfere with public use of the Canal or disrupt fish habitats.
- Maintenance activities must be conducted in a manner that will ensure that the maximum allowable amount of compatible vegetation is retained.
- All plans and specifications must meet with the approval of Parks Canada.
- A detailed environmental assessment must be undertaken by the proponent as authorized under the *Provincial Environmental Assessment Act* and the federal Environmental Assessment Review Process (EARP).
- The construction of low voltage submarine cables must meet guidelines of Ministry of Natural Resources and the federal Environmental Assessment Review Process (EARP).

Pipeline Crossings

- The location of a pipeline must be fully documented, along with an analysis of alternative crossing options.
- Pipeline crossings will not be allowed through significant wetlands and fish habitats.
- Construction activities will be limited to periods when the impact on navigation and the aquatic environment will be minimal.
- In areas of archaeological potential, an underwater archaeological survey will be required.
- The right-of-way along the Canal shoreline should be planted with vegetation to reduce the visual impact of the crossing.
- The bed of the Canal should be restored to its previous condition.
- All plans and specifications must meet with the approval of Parks Canada.
- The Federal Environmental Assessment Review Process (EARP) applies.

Appendix IV

Road Tunnels

There are no road tunnels under the Rideau Canal and none are proposed at this time. Tunnels would have the least environmental impact on the Canal and virtually no visual impact. They are, however, at least three times as expensive as bridge crossings. Transportation agencies have not considered their use owing to their high cost.

- Tunnels should be considered as an alternative for crossing the Canal within the view shed of lockstations.



PARTNERS

SECTION	RESULT	P.C.	REGIONAL		PROVINCIAL		NATIONAL		INTERNATIONAL
			Government Agency	Public	Government Agency	Public	Government Agency	Public	
6.2 Protecting a Symbol of Canada's Identity	CULTURAL RESOURCES OF THE RIDEAU CANAL								
	• preserve, restore and maintain engineering works	X							
	• preserve, restore and maintain canal buildings	X		• sp. int. gps. (historical soc.)					
	• inventory and encourage use of heritage skills	X							
	• preserve archaeological resources on canal lands	X							
	• scope of collections	X							
	• preserve cultural landscapes	X							
	• site planning and maintenance guidelines	X		• visiting public					
	• protection of lands adjacent to lockstations	X	• Munic. • Cons. Auth.	• sp. int. gps. • shoreline res. • developers • sp. int. gps. • comm. ops. (Hydro)	• M.C.T.R.	• Heritage Canada • N.C.C. • Ag. Can.			
	• maintaining/regulating existing private uses	X	• Munic.	• shoreline res. • sp. int. gps.		• N.C.C. • Ag. Can.			
	• business regulations	X	• Munic.	• comm. ops. • visiting pub. • sp. int. gps.		• N.C.C.			
	• acquire or lease lands for protection & visitors	X							
	• dispose of surplus lands	X							
	• share expertise with others	X							
	• research on preservation	X			• M.C.T.R.				
	• present cultural landscapes	X							
	• information and awareness	X							
	• ensure knowledgeable staff	X							
	MUNICIPAL PLANNING								
	• participate in municipal planning process	X	• Munic. Cons. Auth.	• shoreline res. • developers • sp. int. gps.	• M.M.A. • M.N.R. • M.O.E.E. • M.C.T.R.		• N.C.C.		
	• review proposals for shoreline structures and alterations	X	• Munic. • Cons. Auth.	• sp. int. gps. • shoreline res. • developers	• M.N.R. • M.O.E.E.				
	• review trans. line, pipelines and bridge crossings	X	• Cons. Auth. • Munic.	• shoreline res.	• M.T.O. • Ont. Hydro		• Trans-Can. Pipeline • CNR, CPR • N.C.C.		
	INFORMATION & AWARENESS								
	• cultural landscape study	X	• Munic.	• sp. int. gps.	• M.C.T.R.				
	• design guidelines for new construction	X	• Munic.	• sp. int. gps. • developers	• M.C.T.R. • M.N.R.				
	• handbook for sustainable shoreland development	X	• Cons. Auth.	• sp. int. gps.	• M.N.R.				
	• support studies, inventories and stewardship	X	• Munic. • Cons. Auth.	• sp. int. gps. • shoreline res.	• M.C.T.R. • M.N.R.				

PARTNERS

SECTION	RESULT	P.C.	REGIONAL		PROVINCIAL		NATIONAL		INTERNATIONAL
			Government Agency	Public	Government Agency	Public	Government Agency	Public	
6.3 Ensuring a Healthy Environment	WETLANDS								
	• inventories & res. management plans	X	• Cons. Auth.	• sp. int. gps. • universities	• M.N.R.	• universities			
	• regulating activities, and awareness	X	• Cons. Auth. • Munic.	• shoreline res. • developers • sp. int. gps.	• M.N.R.	• sp. int. gps.			
	• implementation of Provincial Policy Statement on Wetlands	X	• Munic.	• developers • shoreliners	• M.N.R.				
	• protecting wetlands	X	• Cons. Auth.	• sp. int. gps.	• M.N.R.		• E.P.S.		
	FISH, WILDLIFE								
	• dredge/fill & construction activities on bed of Canal	X	• Cons. Auth.	• shoreline res. • developers	• M.N.R.		• C.C.G. • E.P.S.		
	• protect fish habitat	X	• Cons. Auth.	• sp. int. gps. • shoreline res.	• M.N.R.				
	• inventory fish and wildlife & biologically significant areas	X	• Cons. Auth.	• sp. int. gps. • universities • corp. sector • universities • sp. int. gps.	• M.N.R.	• universities	• E.P.S.		
	• prepare resource management plans		• Cons. Auth. • Munic.		• M.N.R.				
	• monitor water management	X	• Cons. Auth.		• M.N.R.				
	• regulate harvesting (eg. rice harvesting, hunting etc.)	X		• shoreline res.	• M.N.R.				
	• non-native species	X	• Cons. Auth.	• sp. int. gps. • shoreline res.	• M.N.R. • M.O.E.E.	• universities			
	• public awareness	X	• Cons. Auth.	• sp. int. gps.	• M.N.R.		• E.P.S.		
	AQUATIC VEGETATION								
	• monitoring & controlling	X		• shoreline res. • comm. ops.	• M.N.R.				
	WATER QUALITY								
	• implementing studies (eg. Rideau Lakes)	X	• R.V.C.A. • Munic.	• sp. int. gps. • shoreline res.	• M.N.R. • M.O.E.E. • O.M.A.F. • M.M.A.		• E.P.S.		
	• protecting wetlands	X	• Munic.	• sp. int. gps.	• M.N.R.				
	• pollution abatement	X	• Cons. Auth.	• comm. ops. • shoreline res.	• M.O.E.E. • O.M.A.F.				
	WATER MANAGEMENT								
	• implement water management study	X			• M.N.R.				
	ASSESSING HUMAN IMPACTS ENVIRONMENTAL ASSESSMENT								
	• earps	X	• Cons. Auth.	• shoreline res. • comm. ops. • developers	• M.N.R. • M.O.E.E.				
	• monitoring cumulative impacts	X	• Cons. Auth.	• sp. int. gps. • universities	• M.N.R. • M.O.E.E.	• universities			
	• awareness	X	• Cons. Auth.	• sp. int. gps.	• M.N.R.				

PARTNERS

SECTION	RESULT	P.C.	REGIONAL		PROVINCIAL		NATIONAL		INTERNATIONAL
			Government Agency	Public	Government Agency	Public	Government Agency	Public	
6.4 Fostering Sustainable Use	MARKET GROUPS • research on user groups and group strategies	X	• Munic.	• tourism assoc • comm. ops. • sp. int. gps.	• M.C.T.R.		• N.C.C. • Tourism Can.		
	EDUCATION • increase awareness of heritage significance and support	X		• all user gps.		• visiting pub. • boaters • org. gps. • heritage users • boat watchers			
	• year-round services	X		• all user gps.					
	• work with education community	X	• school boards		• M.Ed.&T.				
	• stewardship programs	X	• Cons. Auth. • Cons. Auth. • school boards						
	TOURISM • environmentally sustainable tourism	X	• Munic.	• tourism assoc.	• M.C.T.R.	• visiting publics	• N.C.C. • Tourism Can.	• visiting publics	• visiting publics
	• canal facilities and services	X	• Cons. Auth. • Munic.	• sp. int. gps. • sp. int. gps. • comm. ops.	• M.N.R.	• visiting publics	• N.C.C.	• visiting publics	• visiting publics
	• cooperative efforts with N.Y. Canals and British Waterways & European Canals	X		• comm. ops. • tourism assoc.	• M.C.T.R.	• visiting publics	• Tourism Can.		• visiting publics
	• cooperative efforts re: bus tour and education markets	X		• comm. ops.	• M.C.T.R.				
	RECREATION • provide recreation opportunities	X	• Munic.	• sp. int. gps. • comm. ops.	• M.N.R. • M.C.T.R.	• visiting publics	• N.C.C.	• visiting publics	• visiting publics
	• appropriate recreation use	X	• Con. Auth.	• tourism assoc. • comm. ops.		• visiting publics			
	• monitor and manage through information and enforcement	X	• Munic. • Cons. Auth.	• tourism assoc. • sp. int. gps. • comm. ops. • visiting pub. • shoreline res.	• O.P.P. • M.N.R.	• visiting publics	• R.C.M.P. • N.C.C. • C.C.G.	• visiting publics	
	PUBLIC SAFETY • canal speed limit and wake controls	X	• Munic.	• spec. int. gps. • comm. ops. • shoreline res. • visiting pub.	• O.P.P.	• visiting publics	• R.C. M.P.		
	• identify safety concerns and awareness	X	• Cons. Auth.	• spec. int. gps. • comm. ops. • visiting pub.	• O.P.P. • M.N.R.	• visiting publics	• C.C.G. • R.C.M.P. • N.C.C.	• visiting publics	• visiting publics
	FEEES • revenue generation	X	• Munic.	• comm. ops. • sp. int. gps. • visiting pub. • shoreline res.	• M.N.R.	• visiting pub.	• N.C.C.	• comm. ops.	• visiting publics
	BARRIER FREE ACCESS	X							
	IMPLEMENT ACCESS DIRECTIVE	X		• sp. int. gps.					

LEGEND

Ag. Can. Agriculture Canada
 C.C.G. Canadian Coast Guard
 comm. ops. commercial operators
 Cons. Auth. Conservation Authorities
 E.P.S. Environmental Protection Service
 M.C.T.R. Ministry of Culture, Recreation and Tourism
 M. Ed. Ministry of Education
 M.M.A. Ministry of Municipal Affairs
 M.N.R. Ministry of Natural Resources
 M.O.E.E. Ministry of the Environment and Energy
 M.O.T. Ministry of Transport, Ontario
 M.T.R. Ministry of Tourism & Recreation
 Munic. Municipalities
 N.C.C. National Capital Commission
 O.M.A.F. Ontario Ministry of Agriculture & Food
 O.P.P. Ontario Provincial Police
 shoreline res. shoreline residents
 sp. int. gps. special interest groups

HIGH PRIORITY ACTIVITIES

SUMMARY PARTNERS

ACTION	BOATERS	BOATWATCHERS & PICNICKERS	HERITAGE USERS	ORGANIZED GROUPS	CYCLISTS & JOGGERS	WINTER RECREATIONALISTS	SHORELINE RESIDENTS	ANGLERS & HUNTERS
EDUCATION • Presentation	• Regional to international	• Regional	• Regional	• Regional • Provincial • National				
• Stewardship	• Regional to international			• Regional • Provincial			• Regional	• Regional • International
TOURISM & RECREATION • Facilities & service (Canal lands)					• In cooperation with others	• In cooperation with others		
• Regulating activities					• In cooperation with others	• In cooperation with others		• In cooperation with others
• Environmentally sustainable development								
FEES		• Day use fee issue	• Day use fee issue	• Day use fee issue	• Day use fee issue	• In cooperation with others		
VISITOR RESEARCH		• Ottawa Reach						

Appendix V

PRIORITIES

High

Medium