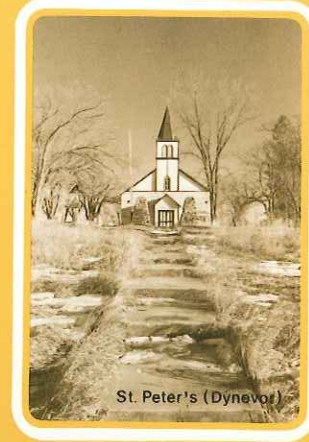
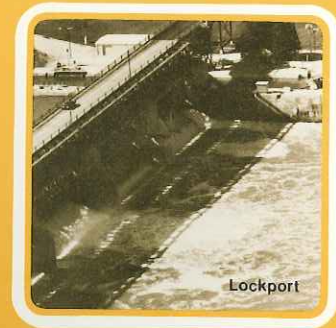




Netley Creek - Red River Junction



St. Peter's (Dynevor)



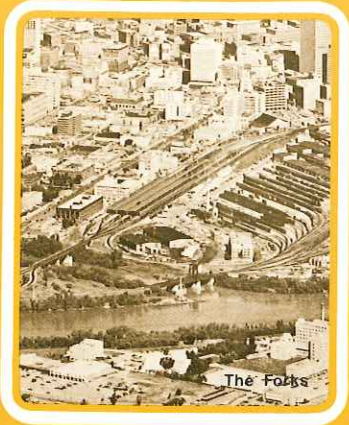
Lockport

Red River Corridor

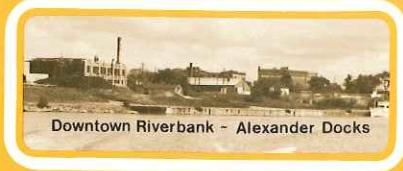
Master Development Plan



St. Norbert (LaSalle) Park



The Forks



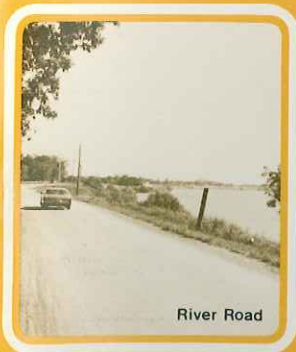
Downtown Riverbank - Alexander Docks



St. Boniface Riverbank



Boat Bus System

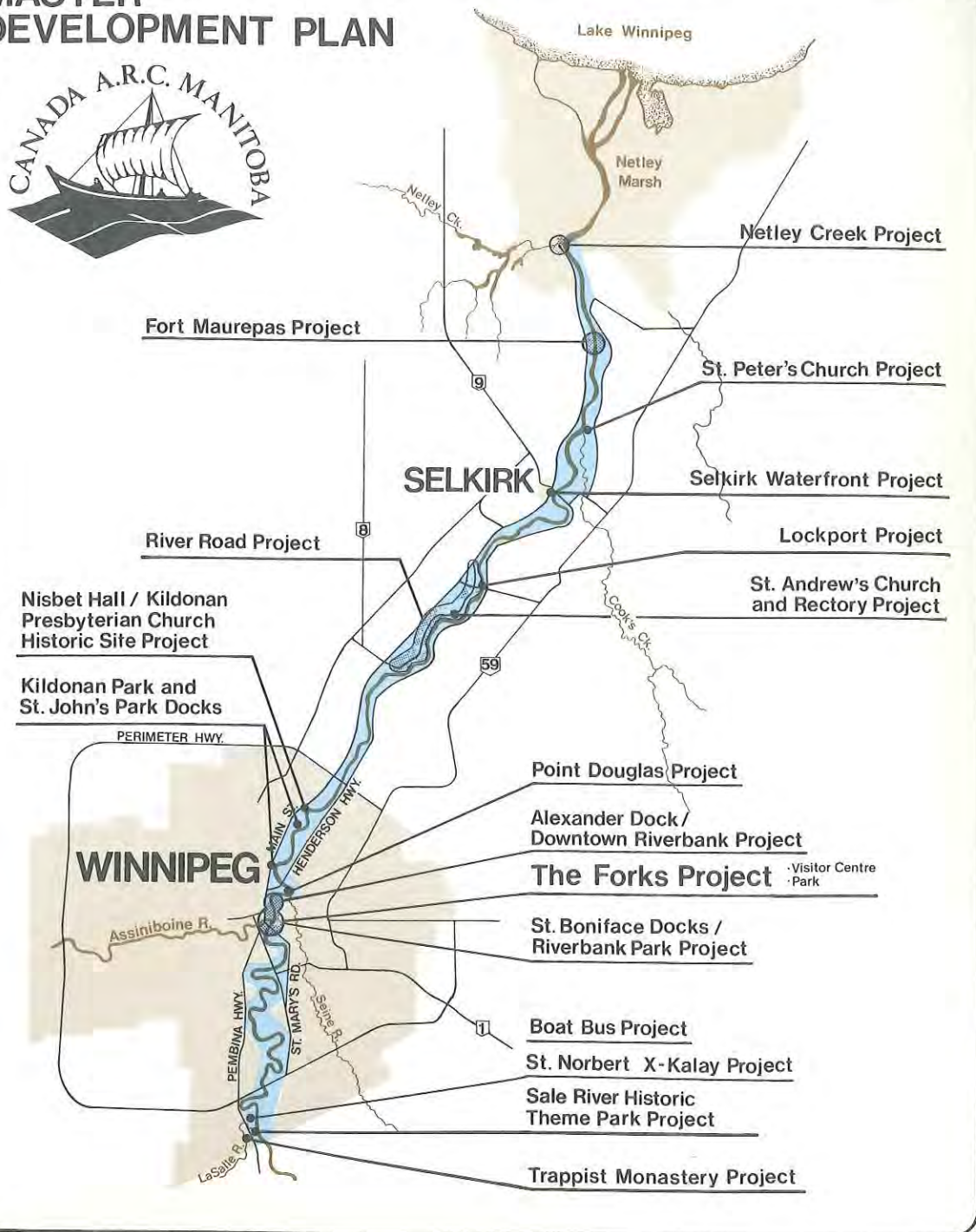


River Road



St. Andrew's Church & Rectory

MASTER DEVELOPMENT PLAN



PREFACE

We are pleased to approve this Master Development Plan for the Red River Corridor and recognize the considerable time and effort that has gone into its preparation.


The projects identified in the Plan are important in that they recognize the important recreational, natural and historic resources of the Red River Corridor. The development proposed for the junction of the Red and Assiniboine rivers (The Forks) is important in that it will serve to focus public attention on an area that has been the historical hub for the development of transportation, communication and commerce in Western Canada. Development of the River Road Parkway System will enhance the scenic, recreational and historic attributes of this area. The restoration and development of major historic sites at St. Andrews and at the Sale River will contribute substantially to an understanding of the heritage values of the Corridor. A number of projects are intended to develop and interpret important natural resources of the Corridor such as at

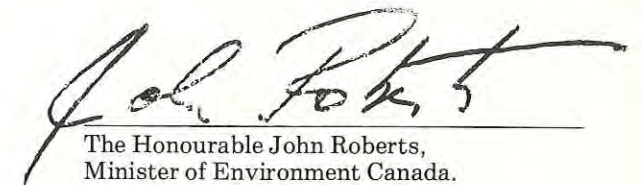
Netley Marsh. We believe all of the projects identified by the Plan provide an excellent framework for heritage development of the Corridor.

We appreciate the numerous verbal and written comments provided by those who attended the public meetings.

The ARC Public Advisory Council has served most effectively in obtaining public comment on the Proposed Plan. Participation of both the general public and Public Advisory Council has been a positive influence on both the nature and scope of the Plan. We look forward to your continued participation and cooperation during the implementation phase of the Agreement.

The Canada-Manitoba Agreement for Recreation and Conservation on the Red River Corridor is the first of its kind in Canada. We are satisfied that the Master Development Plan is in keeping with the objectives of the Agreement and will provide adequate direction for their achievement to the benefit of the people of Manitoba and Canada.


 The Honourable G.W.J. (Gerry) Mercier, Q.C.
 Minister of Urban Affairs,
 Province of Manitoba.


 The Honourable John Roberts,
 Minister of Environment Canada.



INTRODUCTION

The "Agreements for Recreation and Conservation" (ARC) Program was introduced by the Federal Government in 1973. It was initiated to satisfy an increasing demand for a co-ordinated approach to heritage conservation and the provision of outdoor recreational opportunities. This program is based on the concept of Federal/Provincial co-operation in the planning, development, operation and management of areas containing important heritage resources.

The Red River Corridor was considered suitable for such an undertaking and the "Canada/Manitoba Agreement for Recreation and Conservation on the Red River Corridor" was approved in October, 1978.

Through the Red River ARC Agreement, the Federal and Provincial governments approved expenditures of approximately \$13 million to preserve, protect, interpret and develop the natural, recreational and heritage resources of the Red River Corridor.

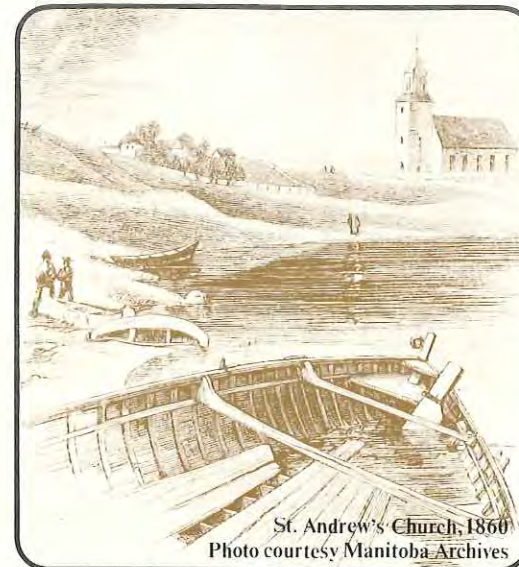
OBJECTIVES OF THE PLANNING PROCESS

The general objectives of the Agreement are

- (a) to identify, preserve, interpret and develop the natural, historical and scenic heritage resources of the Red River Corridor, and
- (b) to increase the educational, recreational and cultural benefits to be derived from the use of these resources for the benefit of the people of Canada, in general, and for the residents of the Province of Manitoba, in particular.

A draft Master Development Plan, prepared by the 4-member Federal/Provincial ARC Management Board appointed by the Ministers to administer the Agreement, provided substantiation for projects proposed under the \$13 million Agreement. This draft Master Development Plan was made available for public review in the latter part of 1980.

A Public Advisory Council, appointed by the Ministers, held public meetings throughout the Corridor to solicit comments on the proposed Master Development Plan.



St. Andrew's Church, 1860
Photo courtesy Manitoba Archives

PUBLIC PARTICIPATION

The ARC Public Advisory Council held nine public meetings to review the Plan. Thirty-six interest groups were invited to participate in the review process along with the general public. The meetings were well attended.

The public were unanimous in their support for the goals and objectives of the ARC program. They encouraged and promoted the development of ARC as a desirable on-going program. Public criticism of the Master Development Plan often focused on the restricted scale of the Plan and the inadequacy of funding in relation to the Agreement objectives.

More specific concerns focused on the funding level of the River Road project; the likely impact of inflation; anticipated delays in program implementation; the lack of a clearly



defined mechanism by which to implement the program during the life of the Agreement; and uncertainty about the future of the ARC program following termination of the Agreement.

A more detailed inventory of public comments is contained in the document, "A Summary of Public Commentary on the Proposed ARC Master Development Plan for the Red River Corridor." The Council reported its findings and recommendations in its report to the Ministers in early 1981.

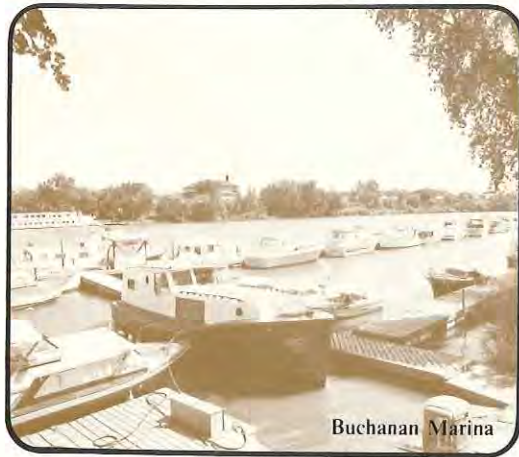
The ARC Management Board reviewed the feasibility of implementing the Council's recommendations and in August forwarded their recommended Plan to the Ministers for approval. The recommended Master Development Plan was reviewed and approved in September, 1981.

The Master Development Plan approved by the Ministers differs significantly from the Proposed Plan originally submitted to the public. Expenditures for bank stabilization for the River Road Scenic Parkway will be limited to one major test section prior to



Bohemier House

March 31, 1985, on the understanding that in any renewal of the ARC Agreement Canada and Manitoba will give consideration to sharing in the costs of completing the necessary stabilization works once the results of the test section are known. The reduction in expenditures on River Road during the term of the current Agreement has permitted the addition of new projects identified during the public review process (Point Douglas, Kildonan Park and St. John's Park Docks, Selkirk Waterfront, Trappist Monastery, St. Norbert X-Kalay and Nisbet Hall/Kildonan Presbyterian Church); the expansion of previously proposed projects (St. Boniface Dock and Riverbank Development, Lockport, St. Peter's Church), and the adjustment of all cost estimates to reflect inflation. In addition,



Buchanan Marina

certain expenditures included in the original project at The Forks have been provided for instead within the Downtown Riverbank project and the newly defined Forks Riverbank Park project. This transfer has been made in order to carry out the original project as proposed, while still maintaining overall federal-provincial cost-sharing ratios under the Agreement.

Now that the Master Development Plan has been approved, the ARC Management Board is proceeding to arrange for implementation of the approved projects as expeditiously as possible.

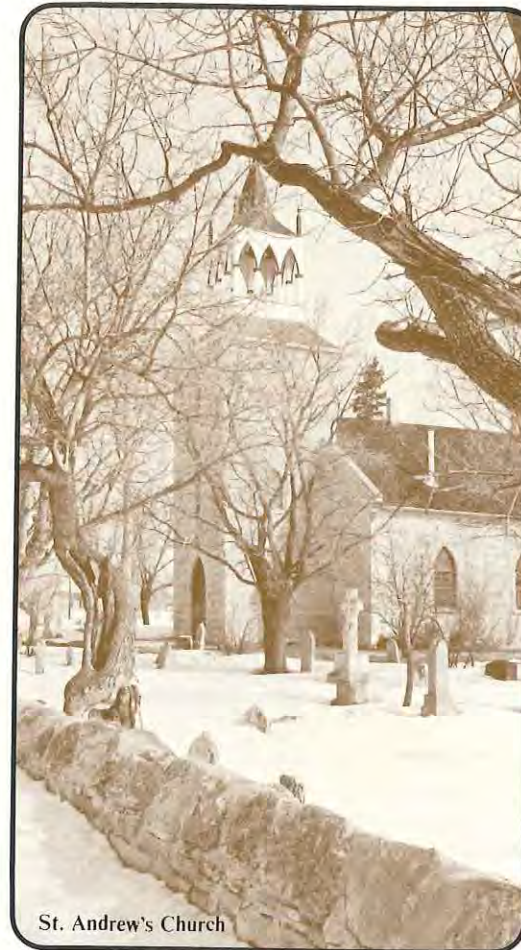
I POTENTIAL OF THE RED RIVER CORRIDOR FOR RECREATION AND CONSERVATION

RESOURCES

Prehistoric and Historic Resources

A large number of sites of prehistoric and historic significance have been identified within the Corridor.

The most significant site is The Forks, where the Assiniboine River joins the Red River in the center of Winnipeg. This has been the focal point for the historical development of transportation, communication and commerce in the Northwest. The next most significant area is the junction of Netley Creek and the Red River, where both Indians and European settlers and traders camped and rested before setting out on Lake Winnipeg. Significant structures in the Corridor include Lower Fort Garry and St. Andrew's Church and Rectory.



St. Andrew's Church

The Red River Corridor offers a storehouse of opportunities to enrich our lives.

Detailed analysis of the resources of the Corridor reveals an enormous potential for the development of a diverse and stimulating recreation system. The Corridor is easily accessible to the two-thirds of the population of Manitoba who reside in the immediate vicinity, as well as the majority of tourists who visit this Province.



Wildlife Resources

Wildlife abound throughout the Corridor. Netley Marsh is a major staging area for waterfowl, and both the Netley Creek and Lockport sections of the Red River provide excellent sport fishing. The wooded fringes and marshes of the river also provide habitat for many small animals and numerous species of birds.

Scenic Resources

The Red River itself, in combination with significant stretches of undeveloped shoreline and natural vegetation, as well as historic buildings and abundant wildlife, provides a series of diverse and attractive visual experiences throughout the length of the Corridor. The best vistas are now found along the historic River Road, but there are also significant opportunities to improve the scenic quality of urban riverbank areas.



St Andrew's Church & Rectory

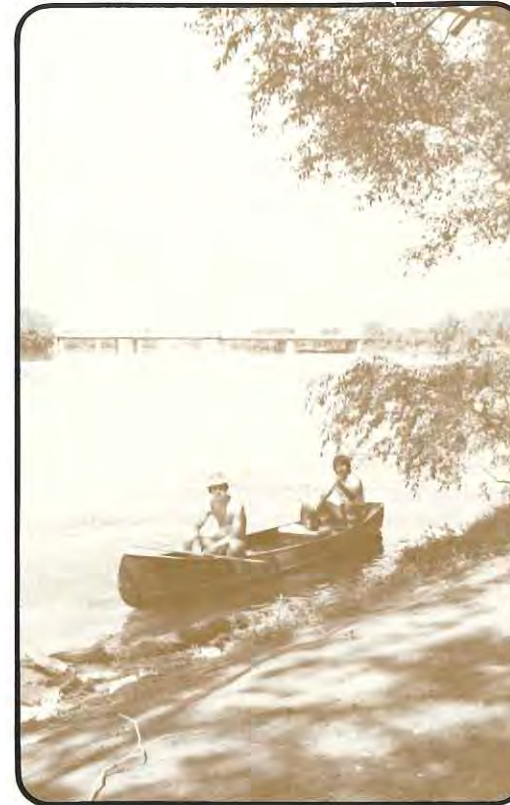


RECREATION OPPORTUNITIES

Historic and Nature Interpretive Centers

The resources of the Corridor provide numerous opportunities to educate and entertain through the development of coordinated interpretive theme centers which display the human and natural history of the area. A major interpretive center at The Forks would serve as the focal point for the entire interpretive system, which would include existing and proposed centers throughout the Corridor from the Sale Historic Theme Park Project at the south to the Netley Creek/Red River Junction Project at the north.

The Corridor interpretive center system would also complement and serve as the northern terminus of the international Red River Valley Interpretive Program, which is intended to foster the development of similar interpretive centers along the Red River through Minnesota and North and South Dakota.



Recreational Travel

The Red River Corridor provides an ideal environment for many modes of recreational travel, including pleasure driving, boating, cycling, walking and cross-country skiing.

Indeed, the essence of the ARC program is the development of the Corridor as a multi-modal circulation system which provides easy and pleasant access to a host of inter-related educational and recreational experiences.

Opportunities exist to upgrade the popular River Road Scenic Parkway, to improve water access to Corridor destination points by the construction of docking facilities suitable for both private and tour boats as well as the development of an urban Boat Bus System, and to develop extended bicycle, pedestrian and cross-country skiing routes where it is still possible in the Corridor.

Sport Fishing and Waterfowl Hunting

In conjunction with the interpretive programs at Netley Creek and Lockport sites, additional parking and boat launching facilities could be provided to accommodate the growing number of fishermen and hunters attracted to the lower Red River area. Canada and Manitoba, together with Ducks Unlimited are now cooperating in a waterfowl area development and management program for the Netley and Libau Marshes.



Riverbank Parks

The development of river-oriented road systems and bridges which allow increased visibility of the river will enhance public awareness and appreciation of the Corridor area. Road and riverbank park development should be encouraged between private development and the river.

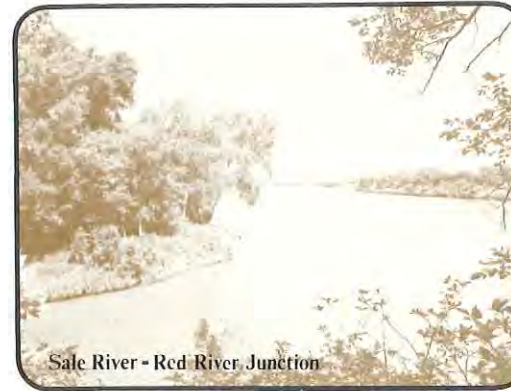
The river communities of Selkirk and Winnipeg would both be enhanced by the development of the Corridor. The downtown urban core of Selkirk can be linked with its waterfront, and a similar opportunity exists in Winnipeg at The Forks, the Alexander Dock and the proposed docking facility, which would provide water access directly to the historic heart of St. Boniface in the area of the Basilica, Museum, Maison Chapelle and the Grey Nuns' Convent.

While a substantial amount of riverbank land in the City of Winnipeg is now in public ownership, opportunities to walk, ski or cycle along the riverbank are restricted by the discontinuous and undeveloped nature of much

of the public land. Boat access is also severely limited.

A Downtown Riverbank Acquisition Program, from The Forks to Point Douglas, has already commenced with ARC funding and will permit the development of a linear riverbank park which is easily accessible from the office and factory areas in the downtown core area. Approximately 27,000 people live and work within a one mile radius of The Forks, and 19,000 of them work within a fifteen minute walk of the proposed park development. The Alexander dock provides an opportunity to develop a waterfront access point, linking up with the Old Market Square District along upgraded pedestrian walks on city streets.

Using the river as a circulation system, by encouraging the development of an urban Boat Bus or water taxi system and the development of bicycle trails along the water's edge, will open up the scenic beauty of the riverscape to more people and further enhance the attractiveness of the downtown urban environment.



Sale River - Red River Junction

SUMMARY OF APPROVED PROJECTS

Using Schedule B of the Agreement as a focus for development of its proposed Corridor Plan, the Board has identified numerous projects that would satisfy the objectives of ARC and contribute to the development of the Corridor. However, because implementation of all of these in total or in part would greatly exceed the \$13 million provided by ARC, priorities had to be assigned in the recommended funding of ARC projects.

In the preparation of this proposed plan, the Board has identified other funding sources that may be considered in furthering optimum development at each project site. These other funding sources might include:

- Future extension of the Agreement as provided for in the terms of the Agreement;
- Linkage with other Federal/Provincial initiatives such as the Canada/Manitoba Tourism Agreement and the proposed Canada/Manitoba/Winnipeg Core Area Agreement;
- Joint cooperative projects with the private sector.

In all cases, however, the primary purpose of ARC funding should be viewed as a catalyst for project initiation.

Other criteria, in addition to the above, influenced the selection of sites to be funded by ARC. Priority for funding was assigned to those projects which would safeguard or

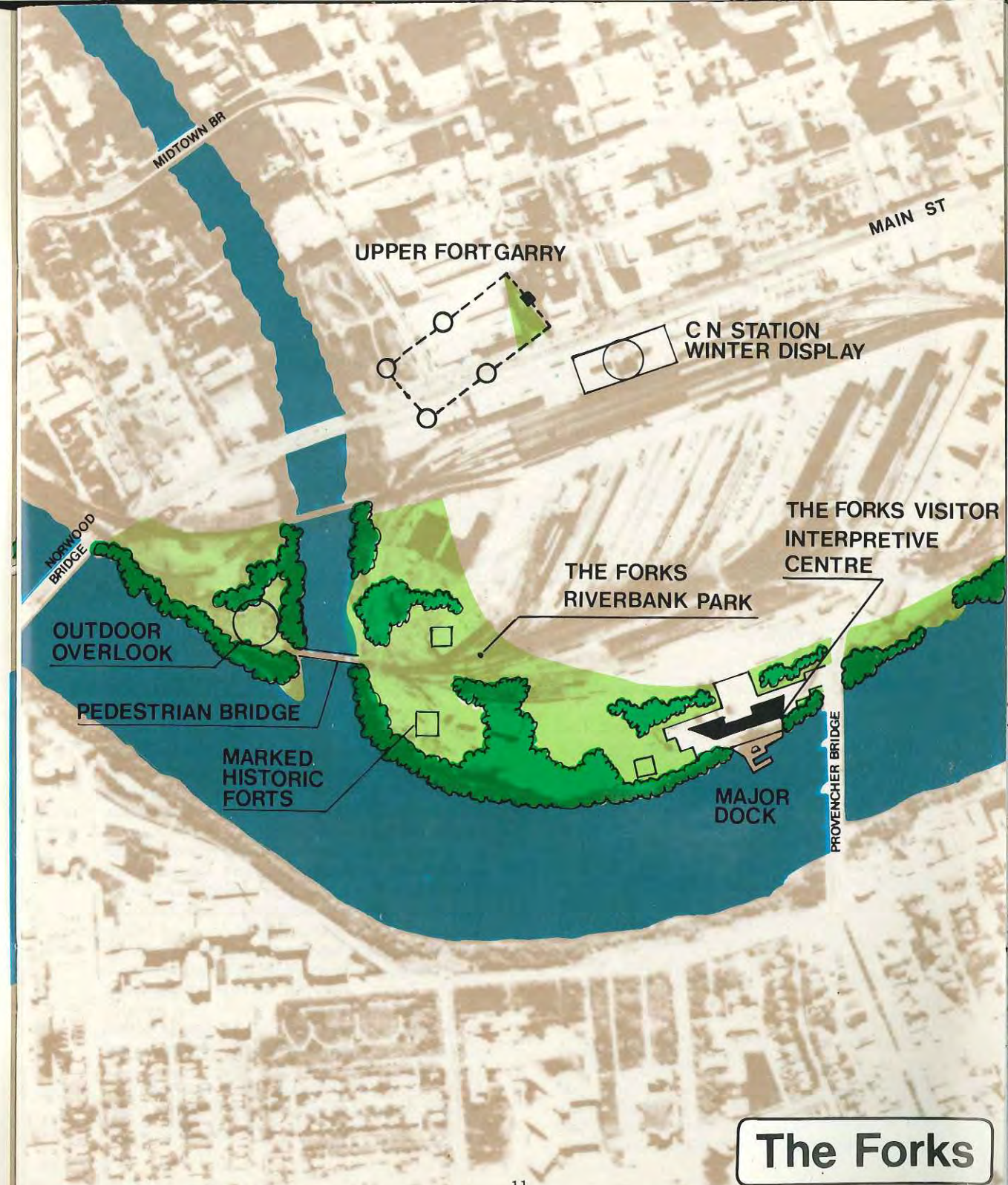
record significant resources placed in jeopardy by destruction or degradation. Historic buildings deteriorating due to lack of maintenance, prehistoric and historic sites being eroded or raided by artifact seekers, and/or sites of scenic value threatened by erosion or land development were given special consideration. Resources of national significance were considered more important for funding than those of only local interest. In some instances trade-offs were necessary; that is, those projects having a high probability of support and funding from other government or private interests received less priority in the allocation of ARC funds. Projects likely to introduce new recreational activities not presently available within the Corridor were considered important. In every instance, ARC funding was designated for those projects which would focus attention upon the opportunities, beauty and fragility of the scenic and historic resources within the Corridor.



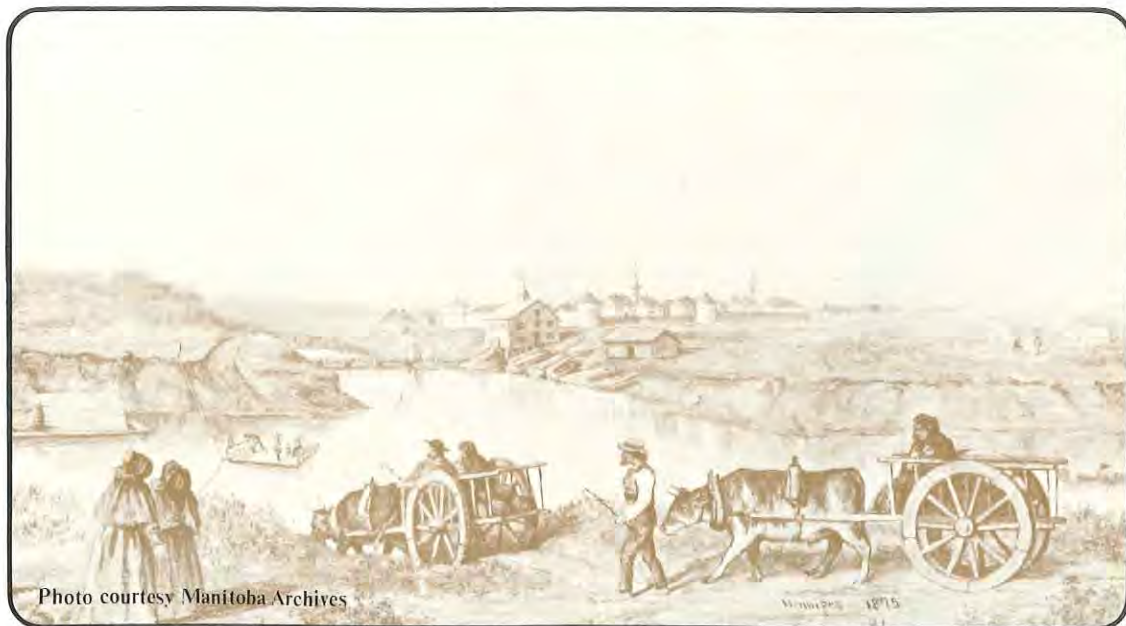
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II DESCRIPTION OF RED RIVER CORRIDOR PROJECTS

Approved Projects	Estimated Total Cost	Canada Cost	Manitoba Cost
1. The Forks Visitor Interpretive Center	2,817,000	2,817,000	
2. The Forks Riverbank Park	825,000		825,000
3. Downtown Riverbank	1,690,000	845,000	845,000
4. St. Boniface Docks and Riverbank	1,000,000	500,000	500,000
5. Point Douglas	150,000		150,000
6. Kildonan Park and St. John's Park Docks	50,000		50,000
7. Kildonan Presbyterian Church and Nisbet Hall	25,000		25,000
8. River Road Parkway	2,198,000	1,099,000	1,099,000
9. St. Andrew's Church & Rectory	866,300	866,300	
10. Lockport Archaeological Site	572,400		572,400
11. Selkirk Waterfront	250,000	125,000	125,000
12. St. Peter's Church	100,000	50,000	50,000
13. Fort Maurepas	18,000		18,000
14. Netley Creek	175,900		175,900
15. Sale River Historic Theme Park	594,000		594,000
16. Trappist Monastery	150,000	75,000	75,000
17. St. Norbert X-Kalay Site — river landing, walkway and interpretive display	150,000		150,000
18. Boat Bus System	50,000		50,000
19. Implementation			
General	640,000	320,000	320,000
Secretariat	420,000	210,000	210,000
Public Participation	165,400	82,700	82,700
TOTAL	\$12,907,000	\$6,990,000	\$5,917,000



The Forks



The Forks Visitor Interpretive Center Project

Features

The junction of the Assiniboine and Red rivers, referred to as The Forks, played a significant role in the settlement of western Canada. The Forks was also the focal point in the fur trade and in the Hudson Bay and Northwest Company rivalry in the early 1800's. Upper Fort Garry, located near The Forks, has a close association with the Riel Rebellion of 1869-70 and the ensuing formation of the Province of Manitoba. The ARC program is intended to re-open the land at The Forks and to make The Forks a gateway to our history and to the scenic and recreational opportunities of the Red River Corridor.

Objective

The Visitor Interpretive Center project at The Forks is intended to provide a major interpretive facility to relate the role of The Forks in the opening of the Canadian West and to orient visitors to the resources and opportunities within the Red River Corridor.

Proposed Action

- Land necessary for development of the Visitor Interpretive Center at The Forks is owned by C.N.R. It is intended that ARC funding and funds to be provided by the Winnipeg Core Area Initiative program will be used to acquire this property. Land acquisition in the C.N.R. East Yards through the Core Area Initiative program is essential for the implementation of this project.
- Historical and archaeological research will be undertaken to ascertain the presence and significance of archaeological remains and to provide background for the interpretation of such findings.
- The Visitor Interpretive Center will be constructed at an appropriate site near The Forks, and will include landscaping and parking facilities.
- Interpretive displays will be developed for use at the Visitor Interpretive Center and in the C.N. terminal.
- At the South Point of The Forks, archaeological research will be conducted in order to develop and interpret the site as an observation point.



The Forks Riverbank Park Project

Features

The location of The Forks in the heart of the City of Winnipeg provides an excellent opportunity for development of an open-space park in downtown Winnipeg. Such an open-space park development will not only serve to link The Forks to linear riverbank park developments proposed for this area of the Corridor but will enhance and complement the development of the Visitor Interpretive Center at The Forks.

Objective

The development of The Forks Riverbank Park Project is intended to create a scenic recreational area that will complement the Visitor Interpretive Center, provide access to the Corridor and create the City's urban edge onto the River.

Proposed Action

- Land acquisition required for this project will be made possible through ARC funds and monies made available through the Winnipeg Core Area Initiative Program.
- Park landscaping will be funded by ARC and supplementary funding provided by the City of Winnipeg.
- Bicycle trails will be developed through the North and South points at The Forks.
- The C.N. railway bridge connecting the North and South points will be converted to a pedestrian bridge.
- Funds will be provided by ARC as a contribution to development of an interpretive garden at Upper Fort Garry Gate.
- A major docking facility and promenade will be developed to provide access from the Corridor to the Park and Visitor Center.



Downtown Riverbank Project

Features

The City of Winnipeg has acquired numerous riverbank properties during past years as part of their program of establishing a linear riverbank park system throughout Winnipeg and its suburbs. Canada and Manitoba, through the ARC program, have agreed to assist the City in acquiring additional riverbank properties. ARC has to date funded the acquisition of numerous riverbank properties located along the west bank of the Red River in downtown Winnipeg.

Through the Winnipeg Core Area Initiative Program, Canada, Manitoba and the City of Winnipeg have agreed to focus on this area of the City as one of the sites for redevelopment and revitalization. Land acquisition and landscaping provided through ARC and the Core Area Initiative program are intended to complement this redevelopment by the establishment of linear riverbank park systems in this area.

Objective

The purpose of this project is to provide a linear riverbank system in downtown Winnipeg linking Alexander dock with the Visitor Interpretive Center at The Forks and providing access to the Old Market Square district along Bannatyne Avenue.

Proposed Action

Lands acquired through the ARC Agreement and the Core Area Initiative program will be developed into a riverbank park system including landscaping, bicycle trails and walkways. Alexander Dock and the immediate site will be landscaped and upgraded to provide better access to and from the Corridor.

St. Boniface Docks and Riverbank Project

Features

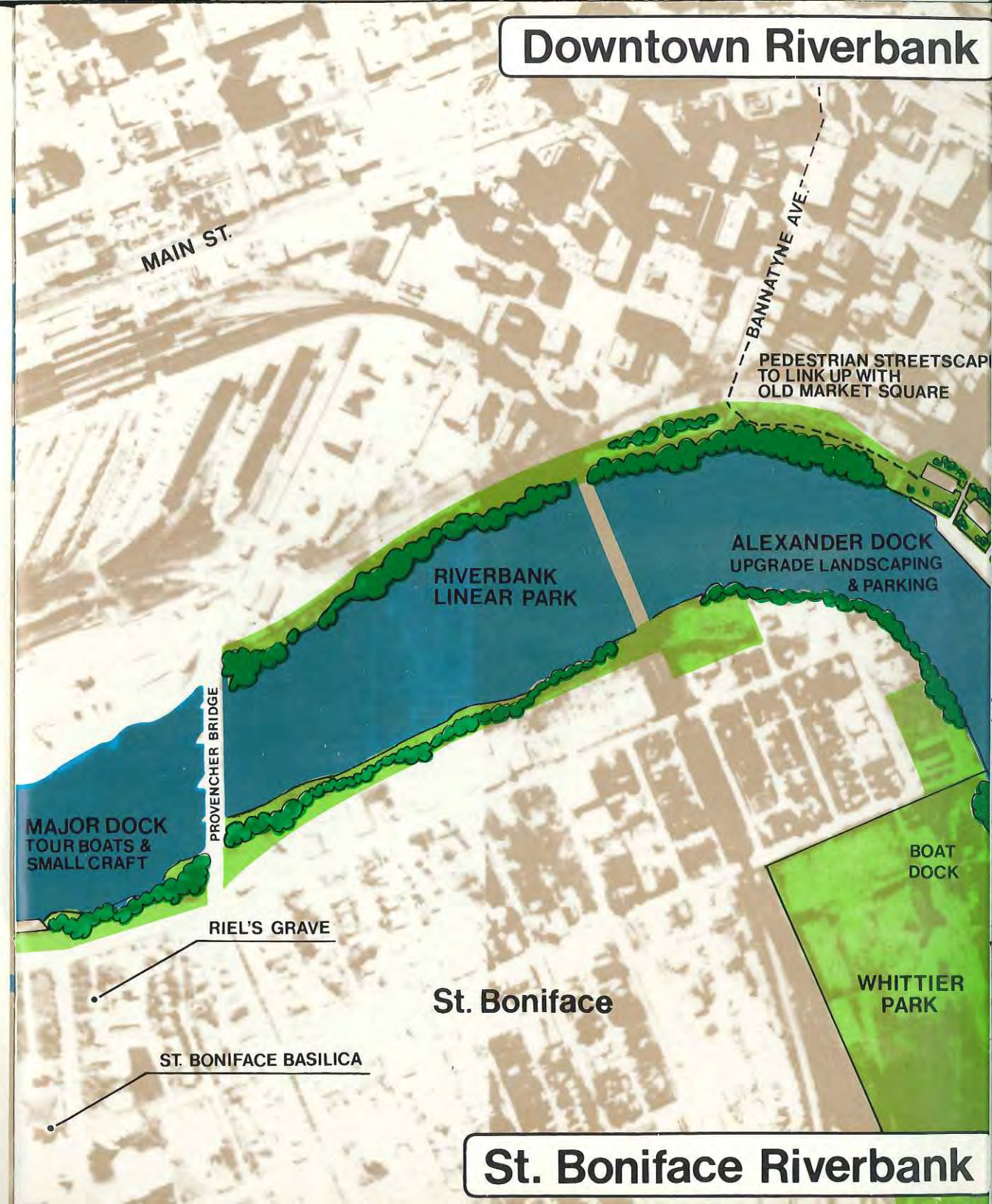
In 1818, Lord Selkirk granted a seignory of approximately 20 square miles to a newly established Roman Catholic Mission at "Red River." This land grant became St. Boniface, and the seignory became the development site for the St. Boniface Basilica and other public buildings which formed the focal point for French-Canadian and Metis society in the Red River Valley.

Objective

To provide a physical link between the Red River and St. Boniface and to provide a significant opportunity for visitors to appreciate the historic, cultural and recreational resources in this area of the Corridor.

Proposed Action

The project includes development of a major dock near the Basilica to allow tour boats to land visitors for walking tours and visits to historic sites such as Riel's grave and the Grey Nuns' Museum; provision of a riverbank park and pedestrian and bicycle trail from the Basilica dock north to Whittier Park and the Seine River, and construction of a secondary dock at Whittier Park.



Point Douglas Project

Features

In 1810, Lord Selkirk undertook an aggressive policy to provide competition for the Northwest Company and established an agricultural colony at the junction of the Red and Assiniboine rivers which would furnish provisions for the Hudson Bay Company posts and boat brigades. In 1812, 120 Irish and Hebridean colonists (excluding women and children) arrived at "Red River" and began the agricultural settlement of the area. This first settlement was established one mile north of The Forks and was called Point Douglas. Fort Douglas was constructed to provide a center of protection for the farmers who worked seven parcels of land on Point Douglas and 100 acre lots laid out along the west bank of the Red River. A running skirmish between the Selkirk Settlers and the Northwest Company traders was carried on until 1821, when the Hudson Bay Company and the Northwest Company merged. The Selkirk Settlement at Point Douglas spawned the City of Winnipeg.

Objective

To present the history of Point Douglas to the general public.

Proposed Action

An outdoor interpretive display and dock will be established on the most easterly part of the Point at the Red River and pamphlets will be prepared describing historic sites and outlining a self-guided tour. Additional detailed studies will be undertaken to identify imaginative and effective ways of telling the historic story of the oldest neighbourhood in Winnipeg.



North Point Douglas



Kildonan Park and St. John's Park Docks Project

Features

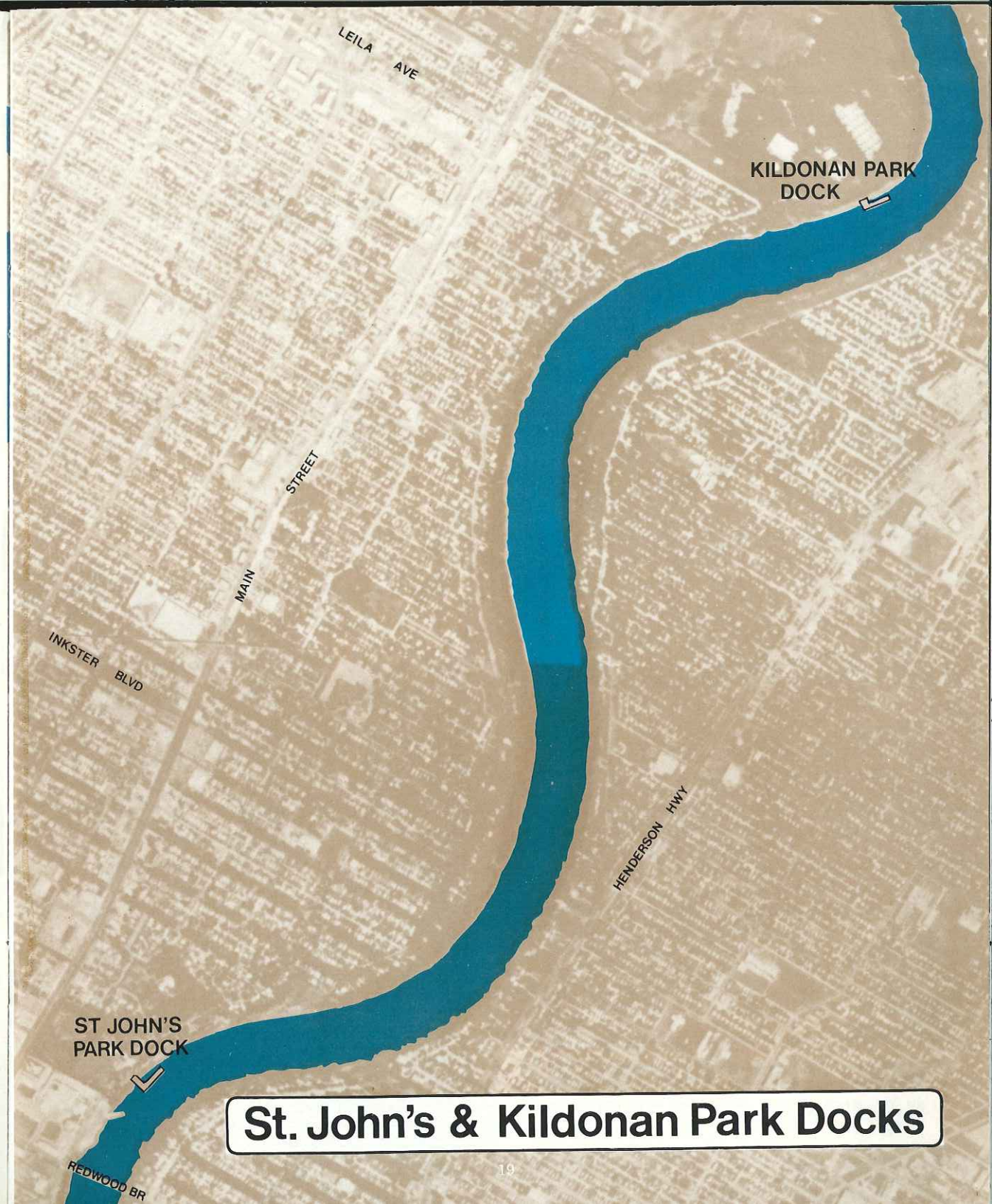
Part of the attractiveness of the Corridor to boaters is its scenic qualities as well as the existing opportunities for recreation at places such as Kildonan and St. John's Parks. These recreational and pleasure spots are generally inaccessible to Corridor traffic. The proposed dock facilities will enable boaters to utilize existing park facilities such as these and, in the case of Kildonan Park, will offer an alternative mode of transportation and access to Rainbow Stage.

Objective

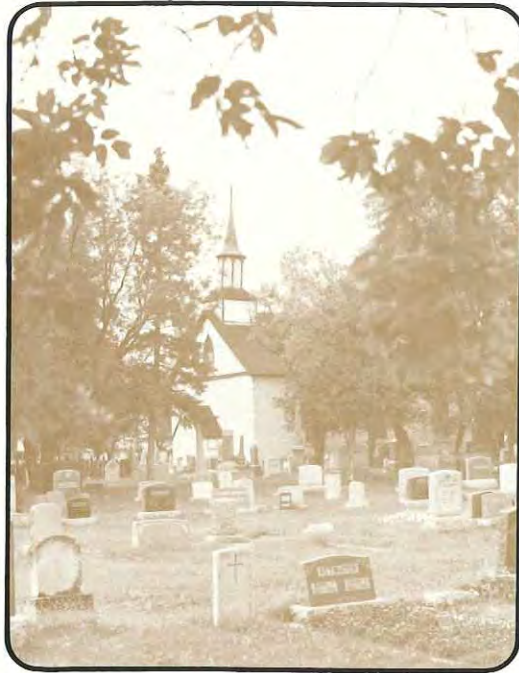
To increase opportunities for public access to the Red River and to provide access to public parks for people travelling on the river.

Proposed Action

Docks will be provided at these two locations.



Kildonan Presbyterian Church/ Nisbet Hall Project



Features

Lord Selkirk promised his Selkirk Settlers a Presbyterian Ministry at Red River. However, it was not until 1851 — forty years after their arrival — that the settlers were ministered by their own church. Rev. John Black opened the first Presbyterian church west of Lake Superior in 1854, and it was named the Kildonan Presbyterian Church. It is located at the foot of John Black Avenue on the Red River — a handsome building constructed by Duncan McRae, a stone mason who also built St. Andrew's Church and the outer walls of Lower Fort Garry, as well as other notable structures still standing in the Red River Corridor.

In 1865, the Rev. James Nisbet constructed a stone school house near the Church site, and it became the birthplace of higher education in Manitoba. It was connected with the form-

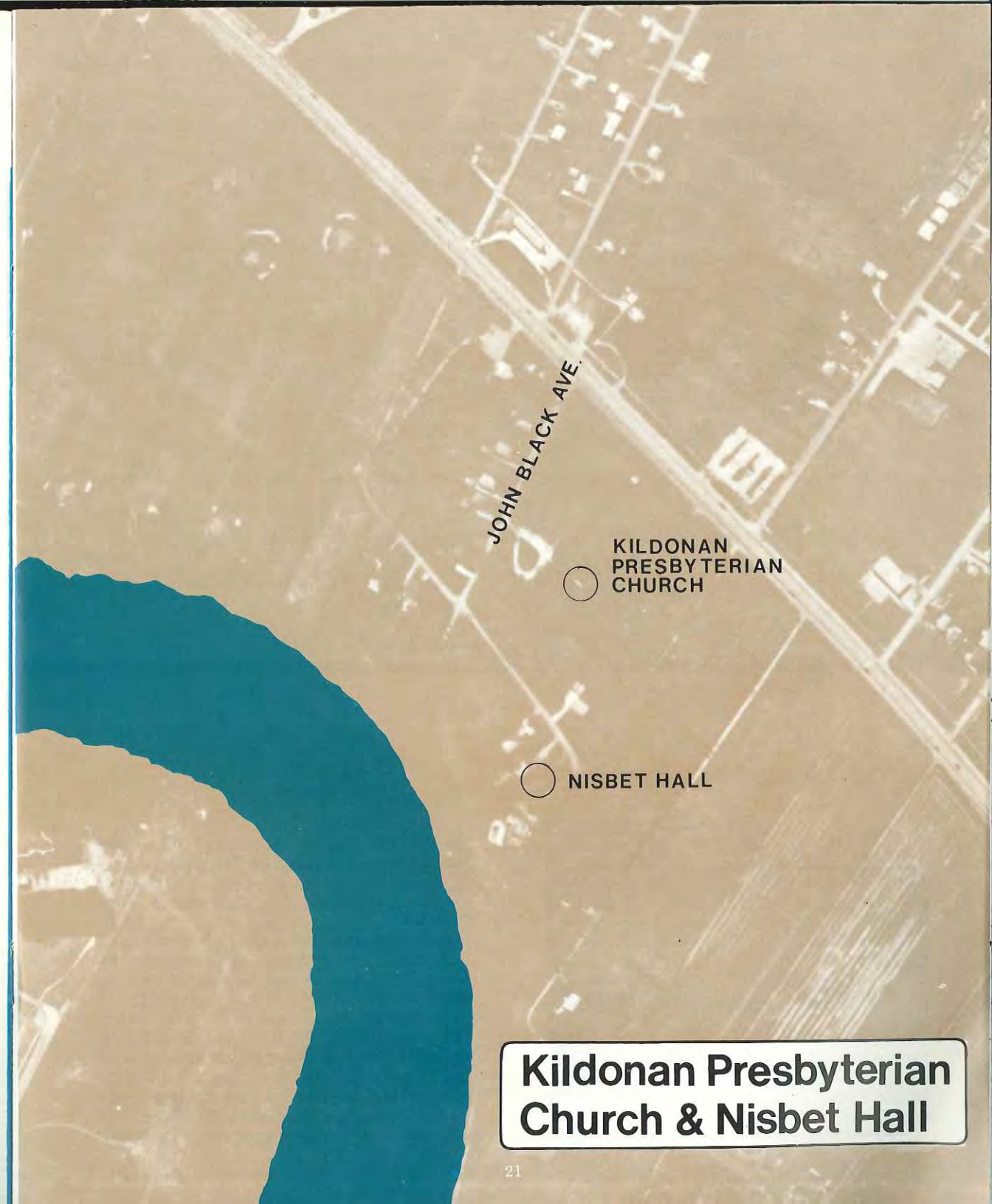
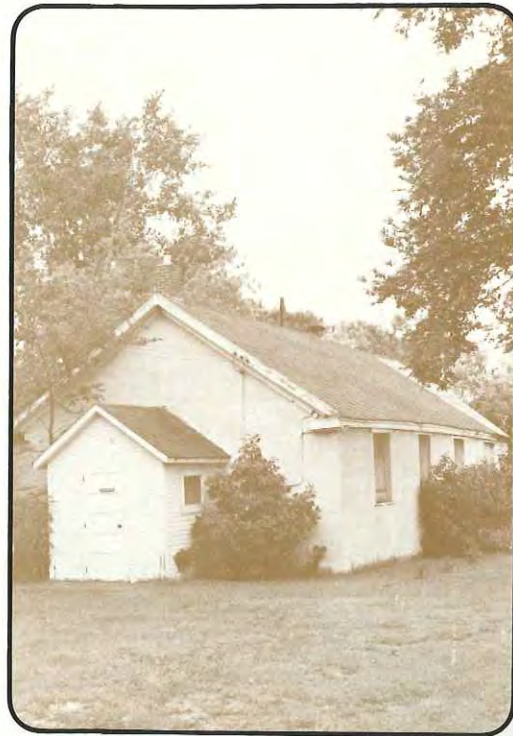
ation of Manitoba College, which was one of the three founding affiliates of the University of Manitoba in 1877.

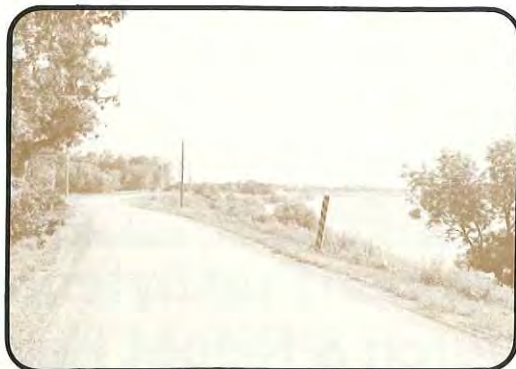
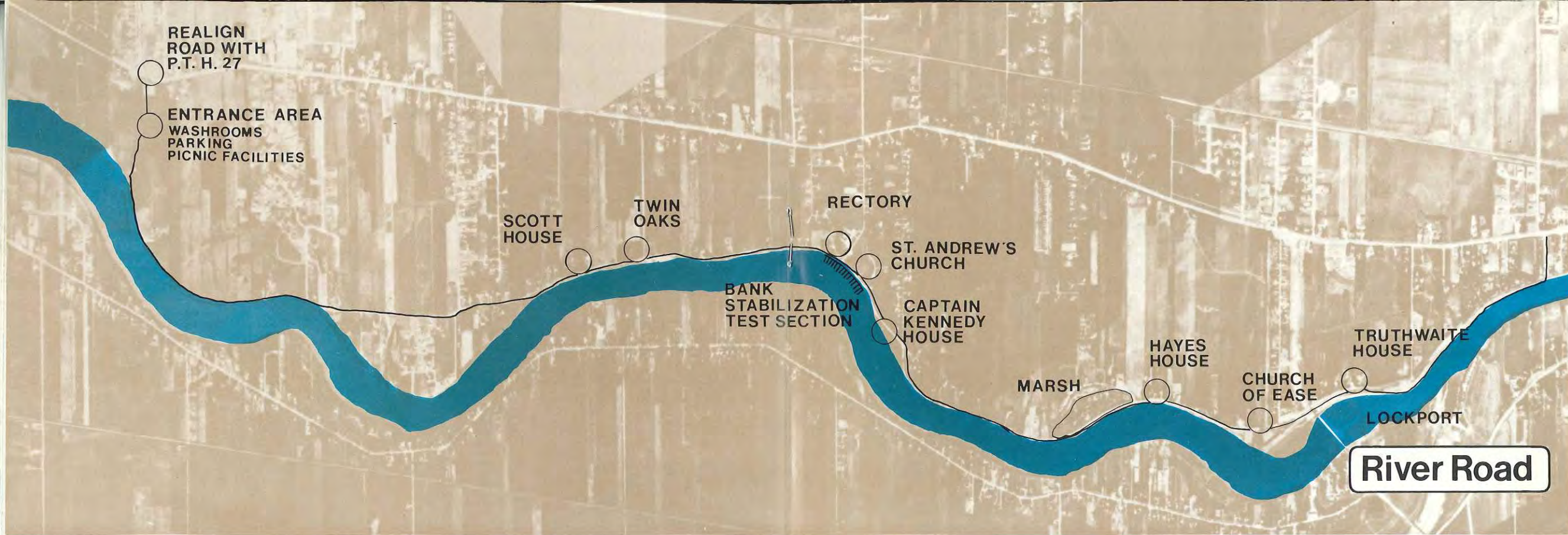
Objective

To give recognition to the Kildonan Presbyterian Church, its associated graveyard and Nisbet Hall as an important part of the history of the Red River.

Proposed Action

ARC funds will be used for landscaping, a site interpretive program and appropriate commemorative works.





River Road Parkway Project

Features

During the last half of the 19th century, the Red River settlements of Parkdale, St. Andrew's, Lockport and Little Britain combined their efforts to create a major traffic route between Upper and Lower Fort Garry. For a century, River Road has served local residents and provided a popular scenic drive for travellers from Winnipeg. Today, the remnant of River Road as we know it provides access to numerous historic buildings and superior river scenery over its seven mile

length. The Red River meanders through its course, continually eroding its banks, and has cut away the road mantle itself in places. In time historic buildings will likely be jeopardized by bank erosion. Because of its historic and scenic importance, it is proposed that River Road be preserved in its present location and classified and developed as an historic parkway.

Objective

The purpose of this project is to protect River Road; to interpret the historic and scenic resources of the area, and to develop the recreational opportunities offered by the proposed parkway system.

Proposed Action

Through the ARC program, Canada and Manitoba intend to acquire the land necessary to develop an entrance area to River Road to include public washrooms, parking and picnic facilities; to develop an experimental riverbank stabilization test section and to monitor the results; to undertake necessary action to protect significant historic buildings along River Road; to landscape the length of River Road in order to screen undesirable views and generally enhance the scenic drive, and to develop a system of interpretive signs along River Road which would describe the historic significance of the road and specific sites throughout its length.

St. Andrew's Church and Rectory Project

Features

St. Andrew's, consecrated in 1849, is believed to be the oldest surviving and continually used stone church in western Canada, and its Rectory was the first of a number of stone houses built on the banks of the Red River. The Rectory, now owned by Parks Canada, will be refurbished with an interpretive center on the main floor to tell the story of the influence of the Church of England on settlement along the Red River. Living quarters on the second floor will provide for permanent occupancy of the Rectory.

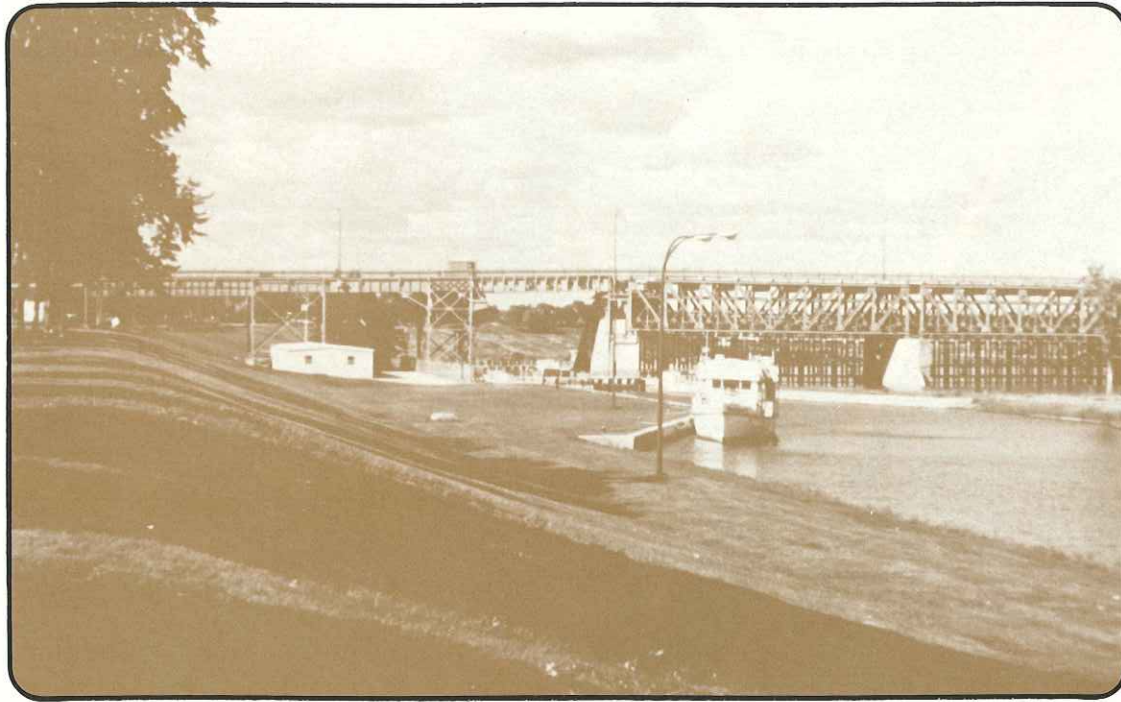
Objective

The purpose of the project is to establish an interpretive center in the Rectory and to stabilize the Church structure in order to ensure the preservation of the buildings and to interpret their historical importance.

Proposed Action

Parks Canada intends to refurbish the building to serve as an Interpretive Center and Rectory. St. Andrew's Church will undergo structural stabilization. An interpretive display will constitute part of the Interpretive Center at the Rectory. New parking facilities and site landscaping will enhance the appearance of the Church and Rectory site. A dock will be constructed to provide access to the site from the river.





Lockport Archaeological Site Project

Features

The east side of the Red River north of the St. Andrews Locks and Dam has been identified as the site of prehistoric camps and is considered to be of major archaeological significance.

The St. Andrews Lock and Dam are of French design and were completed in 1910 in order that Lake Winnipeg deep draught boats would be able to reach Winnipeg during normal summer water levels. Today the lock and dam are being used to provide more constant water levels in the City of Winnipeg as well as to allow navigation of the Red River. The technology involved in the design and construction of this facility, the experience of boating through the Locks and the beauty of the structures make Lockport a milestone for any journey along the Red River Corridor. Sport fishing in summer and winter attracts

hundreds of people to Lockport, yet there are only makeshift public facilities to accommodate them at the present time.

Objective

To protect and interpret important archaeological and technological resources of the Lockport area and to enhance the recreational potential of the area.

Proposed Action

Funds are provided to acquire land on which archaeological resources exist, to undertake archaeological research and interpretation, to construct a permanent visitor center and interpretive program, as well as to construct a day use family picknicking facility. The visitor center would tell the story of prehistoric to present day use of the Lockport area, and would also be developed to serve the needs of sport fishermen.



Selkirk Waterfront Project

Features

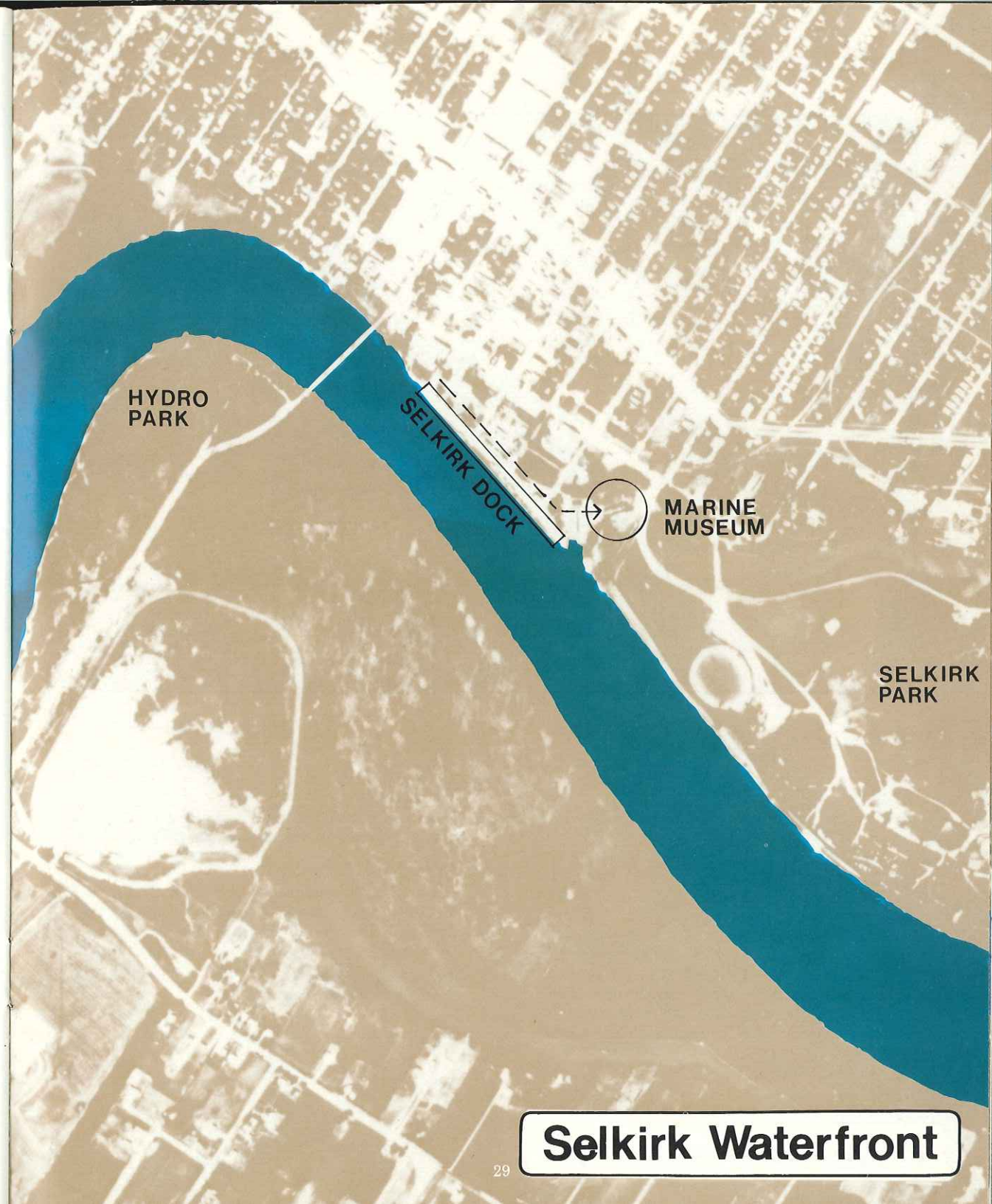
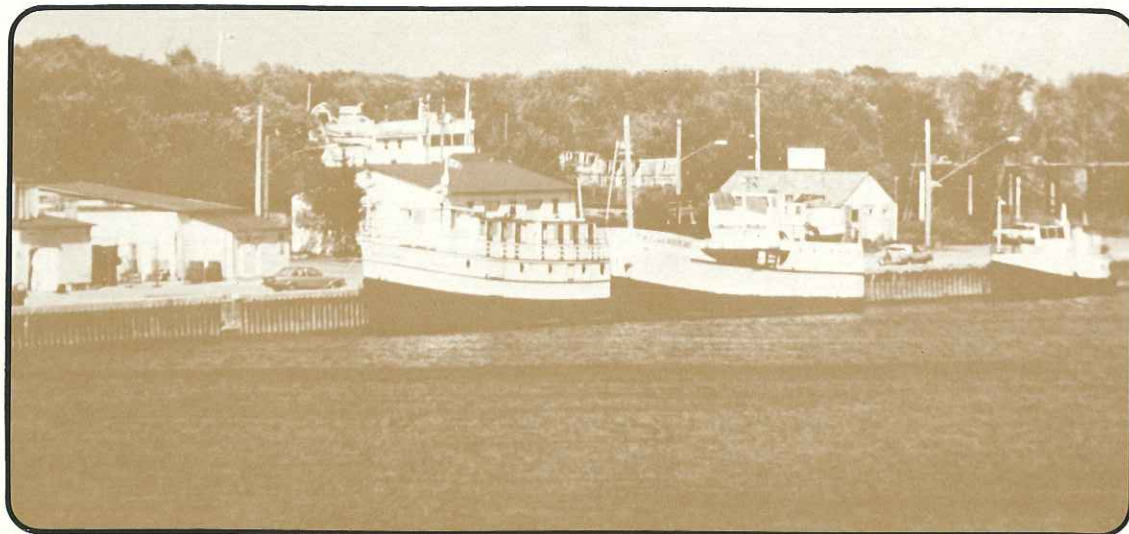
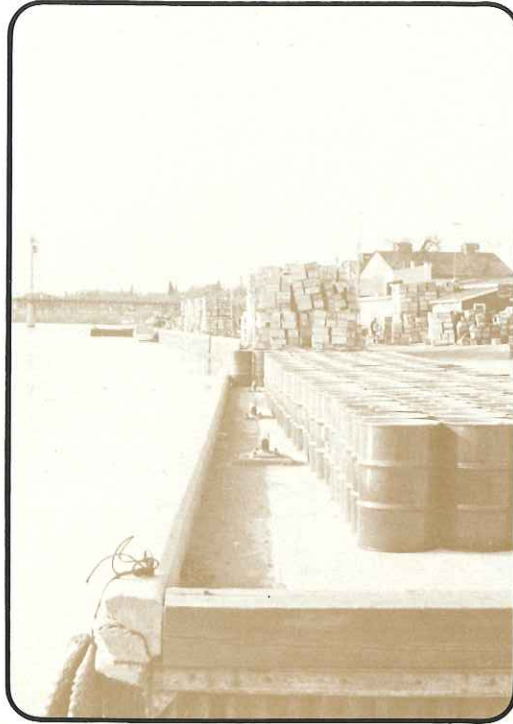
The Selkirk Waterfront serves as a major destination area for local and regional users. This facility has played a major role in the historical development of water based transportation in Manitoba. Marine transportation systems and the fishing industry have been and continue to be dependent on the services offered by the Selkirk Waterfront. A Marine Museum has been established in close proximity to the waterfront to relate the marine history of the area. The history of the Town of Selkirk is inextricably linked to its waterfront.

Objective

To assist in focusing public attention on the Selkirk Waterfront and the maritime history of the town.

Proposed Action

The Selkirk Waterfront project will provide for a pedestrian walkway and lineal park between the Selkirk Dock and the Marine Museum to the north and will assist in the restoration of boats presently located at the Museum.





St. Peter's Church Project

Features

St. Peter's (Dynevov) on the Red was constructed in 1836. This small Church of England stands facing the Red River on the east bank just north of the Town of Selkirk.

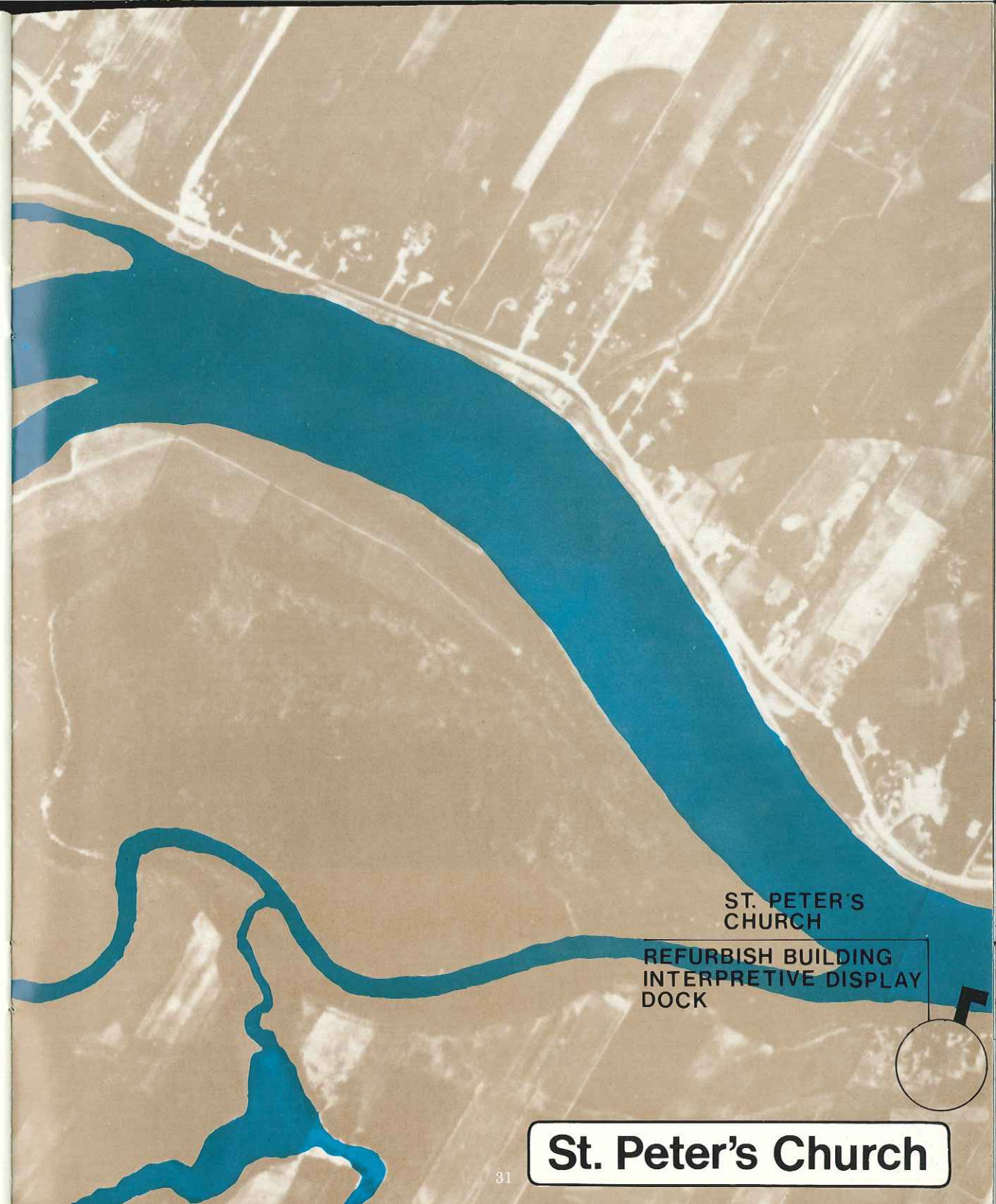
Chief Peguis, of the Saulteaux Indian Nation, settled the Netley Creek region in 1795 and became a major figure in the settlement history of the Red River. Peguis is buried at St. Peter's and the parishioners still celebrate him when they open their church in the spring. The parishioners of St. Peter's Church have a wealth of knowledge and artifacts concerning the history of their parish and Church, and thus have the raw materials and potential to create a most important interpretive display.

Objective

To protect and interpret the history of the church, and to provide river access to it.

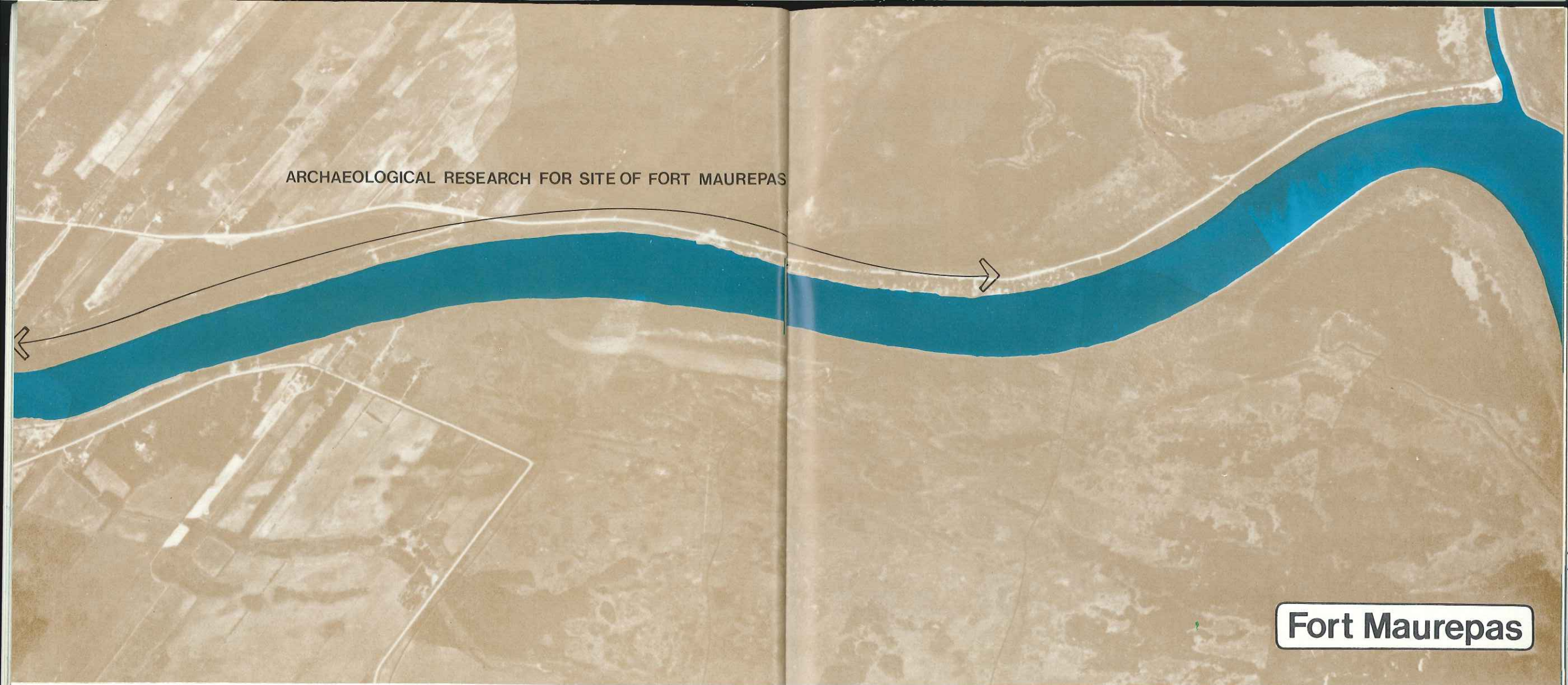
Proposed Action

Funds will provide for the development of an interpretive display, the construction of a dock and riverbank stairway, installation of a security alarm system to protect the Church and assist with the refurbishment of the Church building.



St. Peter's Church

ARCHAEOLOGICAL RESEARCH FOR SITE OF FORT MAUREPAS



Fort Maurepas

Fort Maurepas Project

Features

In 1734, Pierre La Verendrye travelled up the Red River "5 Leagues" south of Netley Creek and constructed a fur trade post. This trading post, called Fort Maurepas, was relocated to the Winnipeg River in about 1750, but the exact location of the original structure is unknown.

Objective

To locate Fort Maurepas.

Proposed Action

One season of archaeological research and documentation will be undertaken to establish the exact location of the Fort. Future action would be determined following an analysis of the results of the archaeological work, and would not be funded from this current ARC Agreement.

Netley Creek Project

Features

Chief Peguis and the Saulteaux people settled the Netley Marsh region in 1795. The Netley area provided a convenient rest stop for travellers moving through the Red River Valley, and was rich in wildlife resources which provided market hunting to supply developing communities at Lower Fort Garry, Selkirk and Winnipeg.

The Netley Marsh with its 60,000 acres of marsh and 30,000 acres of marginal land is one of the largest fresh water deltas in the world. Its complex ecosystem presents a unique opportunity for interpretation and study.

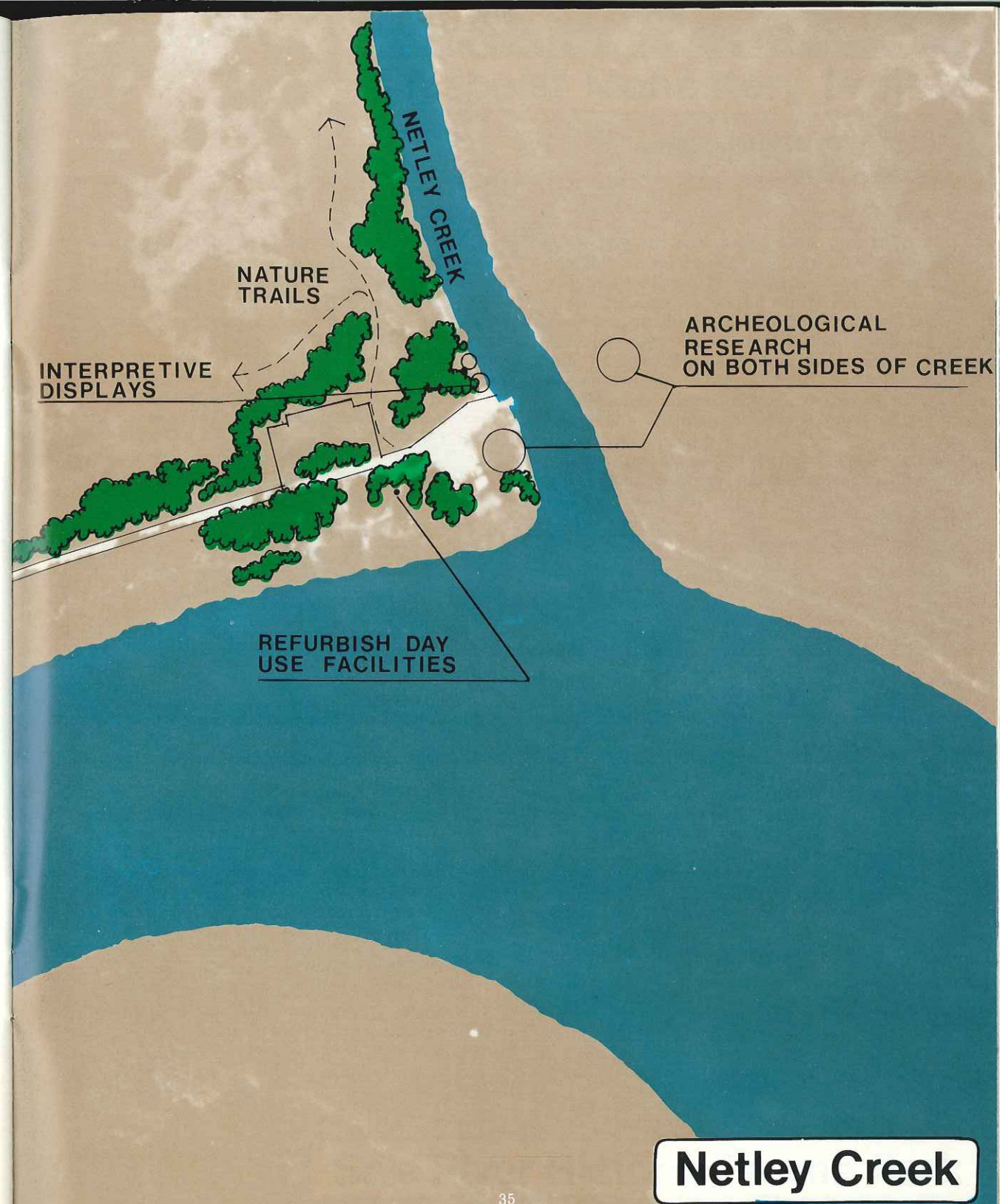
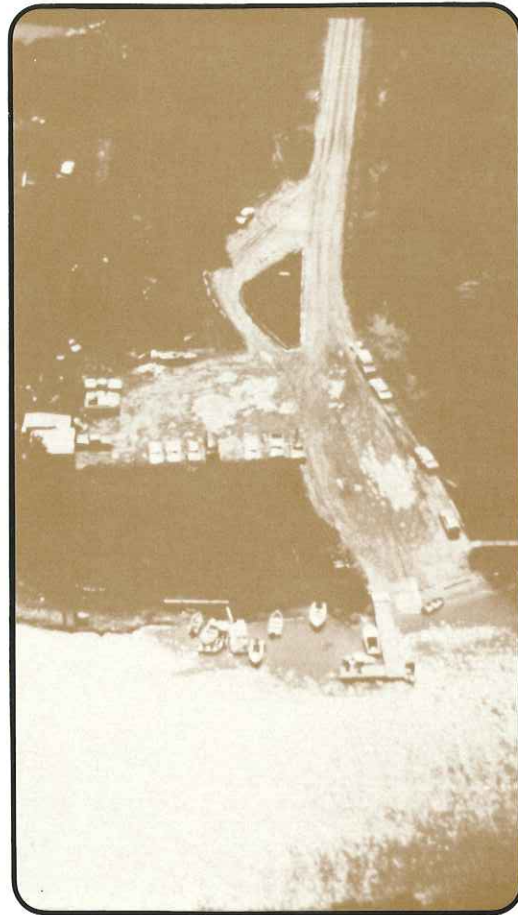
The Netley area is an important sport hunting and fishing spot which attracts people from all of Manitoba as well as from out of province.

Objective

The Netley Creek project is intended to enhance the recreational use of this area as well as to interpret and describe its historical and ecological significance.

Proposed Action

ARC funding has been provided for preliminary archaeological surveys, to undertake historical research, to develop interpretive displays and nature trails through the marsh and to upgrade existing day use recreational facilities.



Sale River Historic Theme Park Project

Features

The Sale River flows into the Red River about 200 yards from the heart of St. Norbert, an historic settlement of the Metis people. The Province has agreed to establish a historical theme park at this site to acknowledge and describe the Metis and Franco-Manitoba history of this area. The park, upon its completion, will be comprised of restored houses of the mid-19th century origin and assorted outbuildings; typical gardens and grain fields of the 1800's; a typical 1840 Indian encampment; picnic spots; interpretive displays; a pioneer's cabin and a docking facility to access people to the site from the Red River.

St. Norbert X-Kalay Site Project

Features

The X-Kalay site and surrounding properties in the community of St. Norbert are proposed as essential components for the development of an historic townsite that will reflect the Metis-Franco-Manitoban history of this community. The proposed townsite development, in addition to interpreting and reflecting the heritage of St. Norbert, is also being described as the southern gateway for visitors to the City of Winnipeg. This historic townsite development is being promoted for its heritage and tourism value not only to the community of St. Norbert but to the City of Winnipeg as well.

Objective

ARC funding will be used to assist the Province in establishing the Sale River Historic Theme Park at the junction of the Red and Sale rivers.

Proposed Action

Lands required for the park have to date been acquired through the ARC program. As well, the ARC program has provided funding for restoration work at the site.

Additional ARC funding will be employed to complete restoration of the Bohemier House on the site, provide interpretive displays and site landscaping.

Objective

To link the proposed historic townsite to the ARC-Red River Corridor and to assist in interpreting the history of the area.

Proposed Action

To complement the proposed historic townsite development, ARC funding has been identified for a dock facility and walkway to provide access from the Corridor to the proposed townsite. As well, ARC funding will be used to assist in interpreting the historical significance of the X-Kalay site. ARC funding will, however, be contingent upon receipt by the ARC Management Board of appropriate confirmation of the project plans and financial arrangements for the townsite development prior to December 1983.

Trappist Monastery Project

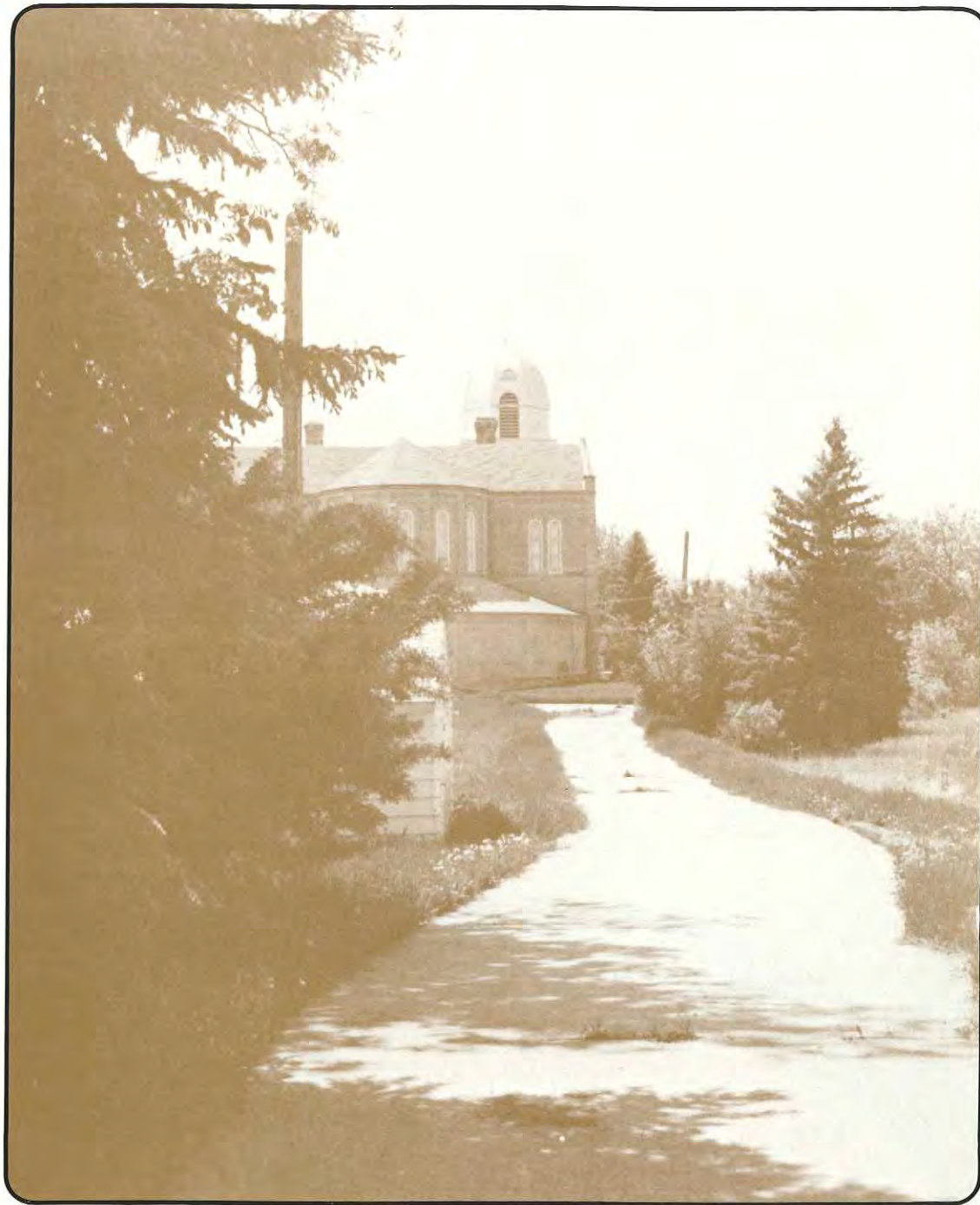
TRAPPIST MONASTERY
LANDSCAPE RESTORATION
INTERPRETIVE DISPLAY
VISITOR PARKING
BUILDING RENOVATION STUDY

X-KALAY SITE
INTERPRETIVE DISPLAY
ACCESS WALK TO DOCK

St. Norbert X-Kalay Project

BOHEMIER HOUSE RESTORATION

Sale River Historic Theme Park



The Trappist Monastery Project

Features

The monastery in St. Norbert was established in 1892 by a group of monks from the ancient Trappist order in France.

The Trappists first built a residence and rudimentary farm buildings, and the name Notre Dame des Prairies was given to the new monastery. A brick and stone church was erected in 1903-04, and a residence or monastic wing was added to the church in 1904-05. These two structures, built by hand by the monks, are traditional in design and beautiful in detail. A guest house was built in 1912 on the foundations of the first wooden monastery, and this served as a retreat house for other priests and laymen.

With encroachment of the urban community, the Trappists made the decision to move their huge farm and monastery to more remote areas of rural Manitoba. Most of the agricultural buildings were taken down, but the church, monastic wing and guest house remain.

The remaining structures are structurally sound, of architectural significance and are located in a most pleasing landscape on the bank of the Sale River, just upstream from its junction with the Red River. This retreat-like setting, coupled with the history and architectural features of the site are unique.



Objective

To preserve, protect and assist in the redevelopment of the Trappist Monastery site and to interpret its historical significance.

Proposed Action

Subject to appropriate user groups being committed to the redevelopment of the property and the on-going maintenance and operation of the site, ARC funds will be used to:

1. fund an architectural and engineering study to determine renovation costs.
2. restore the landscape of the grounds.
3. develop an exterior interpretive display describing the history of the monastery.
4. construct a visitor parking lot.

Boat Bus Project

Features

The Red River through the City of Winnipeg is an untapped resource for recreational transportation. The development of a system of water transportation to provide low cost public access between destination points along the river (much like the cable cars in San Francisco combine useful circulation with recreation adventure) could add a significant quality of life in the City of Winnipeg.

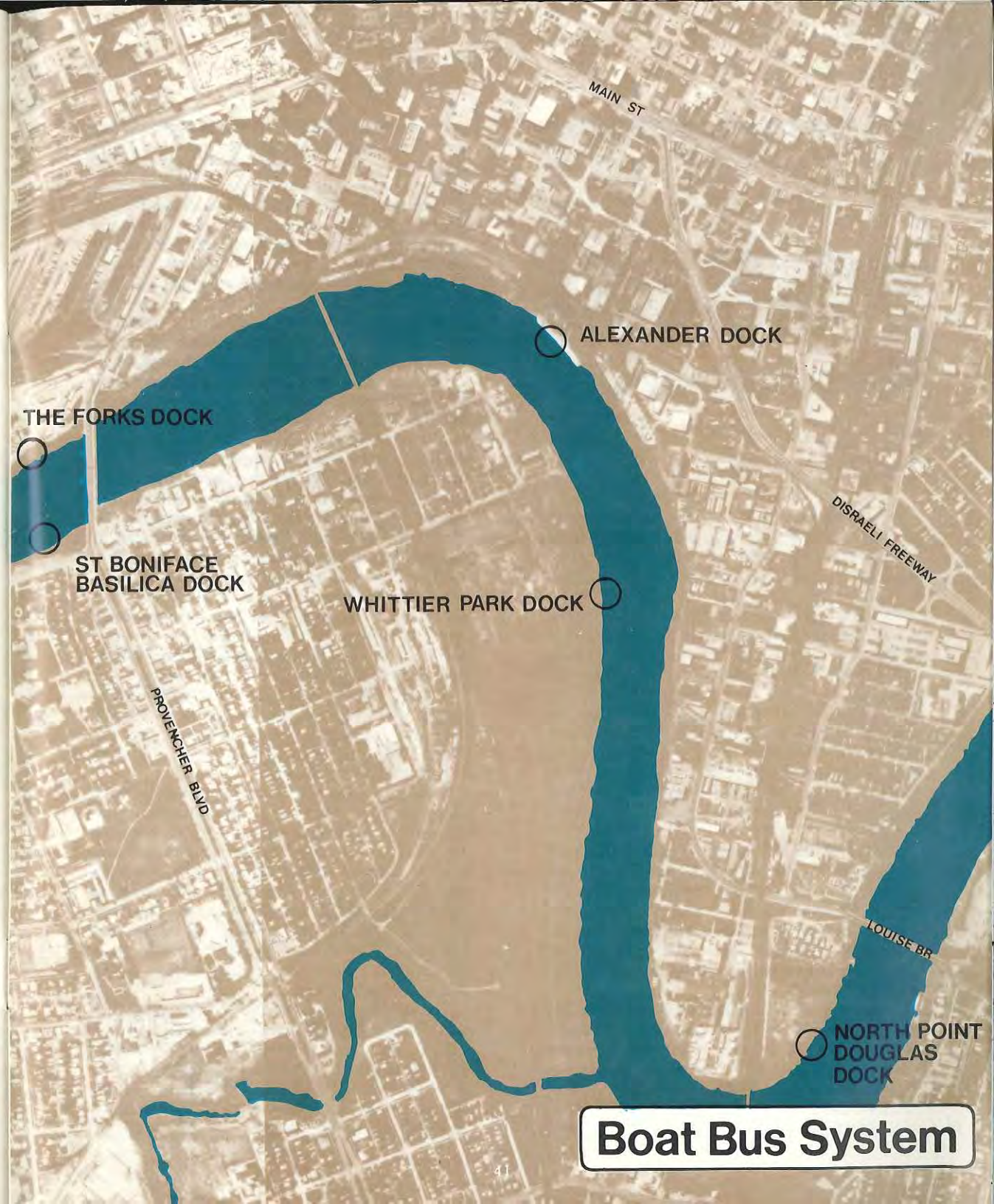
Objective

To provide for better public access to the Red River and permit appreciation and enjoy-

ment of the River as an important feature of the development of Winnipeg.

Proposed Action

A cost-benefit analysis of the Boat Bus concept will be undertaken and may include a pilot project using one boat over a season or two to link the Alexander Dock to the St. Boniface Basilica and The Forks, as well as other suitable downtown destination points. Such a pilot project may be the most practical and reliable approach to determining the feasibility of a Boat Bus service.



Boat Bus System



PROGRAM IMPLEMENTATION

While the ARC Management Board and its staff are required to supervise implementation of the Agreement, Canada and Manitoba are responsible for the implementation of individual projects. Manitoba Urban Affairs, on behalf of the Province, is responsible for implementing those projects funded by Manitoba and those cost-shared by Canada and Manitoba, as well as for providing the necessary support for administration of the ARC Agreement. Parks Canada is responsible for implementing those projects funded entirely by Canada. It is anticipated that implementation of individual projects, and the ARC program in general, will require the participation of a mix of public and private interests.

From the outset, Parks Canada has agreed to be responsible for implementing the development of the Visitor Interpretive Center at The Forks. As well, Parks Canada has agreed to oversee implementation of the St. Andrew's Church and Rectory project through a cooperative agreement with the St. Andrew's parish.

Manitoba Urban Affairs will over-see the implementation of the remainder of the projects on behalf of the ARC Management Board. Urban Affairs will seek the assistance of the Manitoba Historic Resources Branch to over-see implementation of the Fort Maurepas, the Sale River Historic Theme

Park, Lockport and St. Peter's Church projects. The Manitoba Parks Branch will be asked to act as prime consultant for the implementation of the River Road Parkway System in cooperation with the Manitoba Highways Department and the Historic Resources Branch. As well, the Manitoba Parks Branch will be asked to coordinate implementation of the proposed works at Netley Creek.

The City of Winnipeg Department of Parks and Recreation will be requested to supervise the park and dock developments approved for The Forks, St. Boniface and Downtown Winnipeg Riverbank areas, as well as the docking facilities identified for accessing river traffic to Kildonan and St. John's Parks.

Urban Affairs will be responsible for coordinating the work required for implementation of the Selkirk Waterfront and Boat Bus projects. This will require participation of the Town of Selkirk, The Selkirk Marine Museum and private sector interests as well.

Manitoba Cultural Affairs Branch will be requested to direct and manage, jointly with the Fort Richmond Catholic parish, those ARC interests complementary to development of the site of the Trappist Monastery currently of interest to both these parties.

Urban Affairs, in consultation with consultants, will over-see the further design and implementation of works required for the Point Douglas and Nisbet Hall/Kildonan Presbyterian Church sites.

Because of the complexity and multiplicity of projects proposed and the numerous government and private agencies to be involved in program implementation, Parks Canada and Manitoba Urban Affairs will establish the administrative framework and staffing necessary to expedite program delivery. Every effort will be made to complete construction and development of the projects at all sites before termination of the Agreement in March, 1985.

As part of the implementation program, the Management Board will require negotiated agreements indicating commitments by one or more participants engaged in the development of individual sites to ensure the on-going operation and management of each project in the future.

CORRIDOR LAND USE MANAGEMENT

The continuing involvement of ARC in the long term management of the Corridor was a concern often expressed through the public review process.

The ARC Agreement requires that, in addition to carrying out specific development projects, Canada and Manitoba will coordinate their efforts and activities in order to establish effective educational, recreational and conservational management practices based on the natural, historical and scenic heritage resources of the Red River Corridor. To facilitate the on-going development and enjoyment of these resources, particularly in the long term, the ARC Management Board recommends that appropriate corridor land use management guidelines be adopted by the responsible municipal planning authorities (City of Winnipeg and the Selkirk and District Planning Area Board) that are in keeping with the Master Development Plan. As these municipal authorities are currently in the

process of planning for their respective areas, the ARC Management Board recommends that such plans include land use policies which support and enhance the general objectives of ARC in the Red River Corridor.

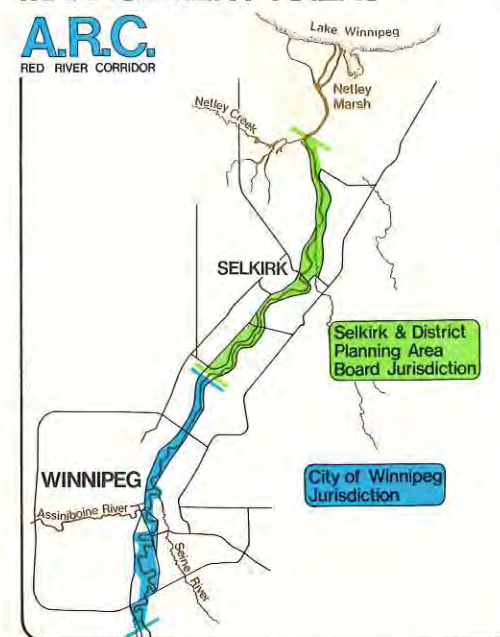
More important, the Selkirk and District Planning Area Board and the City of Winnipeg will be encouraged by the ARC Management Board to incorporate specific land use management guidelines in zoning by-laws and subdivision and building permit requirements for future developments throughout the Corridor.

These guidelines should be designed to

- encourage compatible land use development
- preserve landscapes of desirable scenic quality
- prevent the encroachment of suburban development near historic resources
- encourage the use of vegetation to screen conflicting land uses from view
- discourage activities that may result in increased erosion and riverbank instability
- preserve historic buildings from demolition or significant visual change
- prevent building where it would block significant views of the river or historic buildings
- provide for archaeological research at proposed development sites which are believed to be of historical significance.

A cooperative effort by the responsible municipal planning authorities and the ARC Management Board in Corridor land use management will help to preserve the character and integrity of the Red River Corridor for the continued benefit and enjoyment of residents and visitors alike.

MANAGEMENT AREAS





AN OPPORTUNITY TO BUILD AND PRESERVE

To preserve the natural beauty and cultural heritage of the Red River Corridor, and to develop opportunities for people to use and appreciate its recreational and historic resources is indeed a challenge. Under the ARC Agreement, Canada and Manitoba intend to make a beginning.

The key to success is cooperation. Most of the projects described require cooperation from several groups if they are to be successful. For example, any development at The Forks will require CN, the City of Winnipeg, and the Governments of Canada and Manitoba to work together. Similarly, the protection and improvement of River Road will depend on the ability of Federal and Provincial governments to work with local landowners and municipalities, and the development proposed for Netley Marsh will require hunters, fishermen, researchers and boaters to accommodate their own wishes with those of others. And finally, and perhaps most importantly, the challenge for cooperation is very clear in finding ways to preserve the heritage of the Red River Valley in the future.

For further information:
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Prepared by the
A.R.C. Management Board
September 1981