

MEETING REPORT

Date: December 14, 2016 **Project:** Rideau Canal Crossing -Fifth Avenue to Clegg

Date of meeting: December 13, 2016

Street

Location: City Hall

Project Number: 3413039-000

Public Advisory Purpose: Committee (PAC) #2

Author: James Jarrett

Attendees: E-Mail

Sue Neill, Old Ottawa South Sue.neill@rogers.com Erinn Cunningham, Citizens for Safe Erinn.cunningham@gmail.com

Cycling

John Dance, Old Ottawa East Community John.dance.ottawa@gmail.com

Association

Sam Roberts, City of Ottawa Samuel.roberts@ottawa.ca Ian Grabina, City of Ottawa lan.grabina@ottawa.ca

David Chernushenko, City Councillor David.chernushenko@ottawa.ca Chris Bradshaw, Walk Ottawa Chris.bradshaw.hearth@gmail.com

Jack Zhao, City of Ottawa Jackq.zhao@ottawa.ca Stephen.forestell@ottawa.ca Stephen Forestell, City of Ottawa Chris Graham, City of Ottawa Chris.graham@ottawa.ca

jarrettja@mmm.ca James Jarrett, MMM vachonm@mmm.ca Michel Vachon, MMM Mark Langridge, DTAH mlangridge@dtah.com

DISTRIBUTION: All Attendees

Richard Isaac. richard.isaac@gmail.com

Glebe Community Association

Richard Moore, City of Ottawa Richard.moore@ottawa.ca

Item	Details	Action By	Action Date
1	Review of Previous Meeting Notes		
	 Post-meeting notes will be added to the revised PAC #1 meeting notes to summarize the comments made by Mr. Dance after PAC #1. It was agreed to address Mr. Dance's comments through the discussion in this PAC # 2 meeting. The capacity of the bridge deck will comfortably be approx. 360 standing two-deep on each side; approx. 55 on the west landing and approx. 40 on the east landing. The bridge will have the necessary strength to deal with increased use during major events. Provisions will be made to accommodate interpretative panels but the content of the panels is not being addressed through this phase of 	MMM/DTAH	
2	Work.		
_	Design Developments		
	East Landing		
	 The east switchback approaches will be 3m wide with a 1.3m opening between. 		
	 There will be no seating provided on the east switchback to allow greater room for cyclist turning movements. 		
	 The railings at the top of the switchback will be curved allowing for an easier transition onto the bridge deck (with reference to existing issues at Corkstown Bridge). 		
	The height of the stairs has been reduced by 1.2m and will have open		

Any omissions or errors in these notes should be forwarded to the author immediately.



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	picket railings to improve visibility.		
	There will be a centre hand rail and tactile surfaces to meet AODA		
	requirements.		
	The stairs will be 3m wide with a rise of 6" and a run of 13" and will provide a gradual inclina.		
	provide a gradual incline.		
	The outside rails will have LED lighting directed onto the stairs. The stairs will have a stand cladding on the anglesed appears.		
	The stairs will have a stone cladding on the enclosed spaces underneath the east landing rather than sandblasted concrete.		
	The enclosed areas also reflect a need to provide structural stability		
	at the abutment.		
	A further benefit of enclosed space is the ability to house an		
	electrical/storage room for ease of maintenance.		
	A mix of the stone cladding and use of tall trees will provide an		
	attractive feature. Armstrong maples are proposed as they grow		
	quickly and in a vertical column arrangement.		
	The two properties on Echo Drive that may potentially be most		
	impacted from a visual perspective already have significant		
	vegetation in front.		
	There will remain a sizeable open space under the east switchback to		
	permit views to the Rideau Canal.		
	A fence is proposed to enclose the space under the east switchback		
	that is both aesthetically pleasing and prevents unwanted uses in the		
	space. Note: following the meeting the City confirmed that the fence	City	
	will be an optional item in the contract. If the fence is installed then no	,	
	lighting would be needed; if the fence is not installed then lighting		
	would be required. Any fence would require a gate for maintenance		
	purposes.		
	City to confirm who would perform a Crime Prevention through Environmental Design (CPTED) audit.	City	
	Overall the east landing has been designed to balance a number of		
	issues including visual impacts, structural needs, limited space, and		
	keeping in character with the surrounding area and rest of the bridge		
	structure.		
	West Landing		
	The approaches to the 'roundabout' at the bottom of the west landing		
	will be widened to 4m with a 3.3m width for the 'short cut'.		
	MMM/DTAH to review if the short cut could be widened while also	MMM/DTAH	
	maintaining trees in this location.		
	It was also suggested to round off the corners at the 'short cut'		
	section to provide easier turning movements for cyclists –	MMM/DTAH	
	MMM/DTAH to review		
	Deck Width Overall the deck width of the current design is considered to be		
	 Overall the deck width of the current design is considered to be similar to the original design. 		
	Railing Design		
	The picket design will deter the use of love locks as much as		
	possible, recognizing human behaviour cannot be predicted. It is		
	considered that the same issues experienced on the Corkstown		
	Bridge should not be as significant an issue.		
	Pickets are vertical and not horizontal therefore reducing the ease of		
	attaching locks.		
	The railings will be clear anodized aluminum which will not need re-		
	coating and will not rust.		
	The City will enforce the removal of love locks if they are found to be		
	placed on the bridge.		
	The railings will be 5/8" thickness and on 3" centres – wider railings		
	or railings further apart would detract from the visual aesthetics of the		
	bridge.		
	Winter Maintenance		
	The City does not currently plan to maintain the stairs during winter. Circago / Description.		
	Signage/Demarcation		



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	 The bridge deck will be a special 'shared use zone' with a different colour/textured surface. Cyclists will be advised to slow down by markings at the approach to the bridge deck from both the west and east. It was suggested that markings could also be provided at the bottom of the west and east approaches to advise cyclists to yield – MMM/DTAH to review. Signage will be mounted under the handrail on the east switchback to warn cyclists of the U-turn. 	MMM/DTAH	
	 Existing stone pond edging that is removed will be used to create a channel at the pond bed which is visible when the pond is drained. Potted lilies will no longer be used on the proposed lily steps as they cannot be maintained during winter – other perennial aquatic species to be identified. It was suggested that a member of the Glebe Community Association could help maintain the lily steps. 		
3	Other Business		
	 No further PAC meetings are proposed. A need for additional PAC meetings will be revisited in early 2017. Thanks to all representatives for their attendance. 		