

<b>Date:</b>	November 3, 2016	<b>Project:</b>	Rideau Canal Crossing – Fifth Avenue to Clegg Street
<b>Date of meeting:</b>	November 2, 2016	<b>Project Number:</b>	3413039-000
<b>Location:</b>	City Hall	<b>Author:</b>	James Jarrett
<b>Purpose:</b>	Public Advisory Committee (PAC) #1		

**Attendees:**

Brian Ure, Old Ottawa South  
Erinn Cunningham, Citizens for Safe  
Cycling  
John Dance, Old Ottawa East Community  
Association  
Justin Stratton, City of Ottawa  
Sam Roberts, City of Ottawa  
Ian Grabina, City of Ottawa  
David Chernushenko, City Councillor  
Bryden Denyes, City of Ottawa  
Jack Zhao, City of Ottawa  
Stephen Forestell, City of Ottawa  
Richard Moore, City of Ottawa  
Chris Graham, City of Ottawa  
James Jarrett, MMM  
Michel Vachon, MMM  
Mark Langridge, DTAH

**E-Mail**

Brian.ure@sympatico.ca  
Erinn.cunningham@gmail.com  
John.dance.ottawa@ gmail.com  
Justin.stratton@ottawa.ca  
Samuel.roberts@ottawa.ca  
ian.grabina@ottawa.ca  
David.chernushenko@ottawa.ca  
Bryden.denyas@ottawa.ca  
Jackq.zhao@ottawa.ca  
Stephen.forestell@ottawa.ca  
Richard.moore@ottawa.ca  
Chris.graham@ottawa.ca  
jarrettja@mmm.ca  
vachonm@mmm.ca  
mlangridge@dtah.com

**DISTRIBUTION:** All Attendees  
Richard Isaac, richard.isaac@gmail.com  
Glebe Community Association

Item	Details	Action By	Action Date
1	<b>Introductions and PAC Mandate</b> <ul style="list-style-type: none"> <li>Richard Moore is the City's Project Manager for this project.</li> <li>This is the first of 3 planned meetings with the PAC.</li> <li>The mandate of the PAC is to provide feedback to key elements of the detail design process understanding that the fundamental design is not subject to change at this stage of the process.</li> </ul>		
2	<b>60% Detail Design Overview</b> Civil/Structural <ul style="list-style-type: none"> <li>East side of canal – Colonel-By Drive will be relocated for around 180 m and moved 4-5 m closer to the canal to accommodate the east landing and switchback.</li> <li>Watermain – there is an existing watermain across the canal which will be replaced with a new watermain (alignment to be confirmed at 90% detail design).</li> <li>Structure – the vertical alignment will provide sufficient clearance for navigation and access at Colonel-By Drive. The bridge deck width has been increased from 4 m to 5 m consistently with the intent of providing viewing areas along the entire length of the bridge.</li> <li>West side of canal – there will be an embankment leading to the west landing and relocation of the pathway along Queen Elizabeth Drive during construction. There will be improvements to the existing lily pond.</li> <li>The bridge piers will accommodate seating for winter skaters on the</li> </ul>		

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

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	<p>canal and be below the water level in summer.</p> <ul style="list-style-type: none"> <li>• During construction, cyclists and pedestrians using the pathway along Colonel By-Drive will be redirected to Echo Drive between Clegg Street and Herridge Street.</li> <li>• A paved pathway detour around the construction area but on NCC land will be provided on the west side of the canal.</li> <li>• Further details will be provided at the 90% detail design stage.</li> </ul> <p>Landscape/Architecture</p> <ul style="list-style-type: none"> <li>• Railings – railings will be slanted outwards with posts every 2 m. Picket panels will be used in a clear anodized aluminum for low maintenance. Corners will be infilled with a slotted plate. The use of vertical rather than horizontal pickets will greatly reduce opportunity to attach ‘love locks’ as witnessed with other bridges. The hand rail will be made of a very dense wood (IPE) which is also low maintenance.</li> <li>• Piers – will be V-shaped. Bolting details have yet to be determined.</li> <li>• Lighting – every other post (and alternating from each side of the bridge) will contain a concealed LED. The conduit will be hidden in the box girder under the deck and there will be a conduit feeding a group of lights in every tenth railing support post.</li> <li>• Snow removal/maintenance – the post design can accommodate removable snow panels – acrylic clear panels may be used and potentially stored in the proposed electrical room on the east side.</li> <li>• Seating – yet to be fully determined but will be AODA compliant and kept simple.</li> <li>• Electrical room – will be housed under the east switchback and will be faced with a mixture of stone facing similar in concept to City Hall.</li> <li>• Stairs – stairs on the east side will be 3 flights of 12 risers and gentle in slope.</li> <li>• Lily pond – the existing stone edge will be kept in part where possible but the remainder will be a new weathered metal or stainless steel edge covered by grass. Submerged lily steps will be provided to include potted lilies in spring/summer. A 3:1 slope will be maintained around the new berm which will not allow for a continuous path around the pond. The pond will have 1.5 times its existing volume and will be designed to encourage fish habitat, aided by the provision of a new outlet to assist passage and also drainage. At the southern end of the west landing there will be a ‘roundabout’ using an existing tree as the focal point at this key location. Grading plans and planting plans have been developed.</li> <li>• Space demarcation – two potential options have been discussed; one is to treat the deck with 1 m stripes close to the edges for pedestrians, with a 3 m zone in the middle for cyclists. The other option is to demarcate the entire deck and east switchback as a ‘special zone’ where there is mixed traffic, and clearly mark this with a different colour/texture and also with text on the approaches. This is to be determined during consultation with stakeholders as detail design progresses.</li> </ul>		
3	<p><b>Discussion and Questions</b></p> <ul style="list-style-type: none"> <li>• The maximum number of people that could be accommodated on the bridge was raised – it was agreed to provide this capacity figure at the next PAC.</li> <li>• The question was raised as to whether there will be segregated bike and pedestrian paths on the bridge – it was explained that the current proposal is to create a ‘shared space’ on the bridge which will encourage cyclists to go slower and respect pedestrians. This was supported by the Councillor who indicated that from experience on Corktown Bridge the paths will not be used. The possibility of having a ‘courtesy ambassador’ to direct people during events (e.g. sporting events at Lansdowne) was suggested.</li> </ul>	MMM/DTAH	December 14

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	<ul style="list-style-type: none"> <li>• Concerns were raised over blocked views along Echo Drive – while the design does allow for some views beneath the bridge, the visual barriers presented by enclosed stairs and the electrical room were raised.</li> <li>• It was suggested that the use of acrylic snow panels year-round would reduce costs associated with installing and removing regularly.</li> <li>• The importance of lighting that creates a safe environment was raised.</li> <li>• Concerns were raised over the tight nature of the switchback and ability of cyclists to negotiate it – it was explained that while it is recognized that the turning radius is tight, this solution is the best available given the limited space and also that cyclists coming downhill (so faster) are given a wider turning radius than cyclists coming uphill (slower).</li> <li>• Generally the concept of shared space on the bridge was supported but it was acknowledged that cyclists are comfortable with segregated lanes too. Additional detail will be presented on this concept at the next PAC.</li> <li>• Concerns were raised over the ‘roundabout’ proposed at the bottom of the west landing with respect to the tight turning radius coming from the north and entering the embankment – additional detail will be provided at the next PAC.</li> <li>• It was considered that overall safety has to take priority with respect to cyclist and pedestrian movements.</li> <li>• It was asked whether the use of epoxy and aggregates to coat the bridge would reduce slippage – this was confirmed as was its ability to resist abrasion from snowplowing.</li> <li>• Concerns were raised over the need to clear snow at the stairs on the east side – in places where stairs have been closed elsewhere (i.e. Corktown) the public have removed barriers to use the bridge. The issue of snow removal will be determined but currently the City does not intend to clear the stairs.</li> <li>• The timeline for construction was raised – the exact timings need to be confirmed but it will likely be fall 2017 to fall 2019.</li> </ul>	<p>MMM/DTAH</p> <p>MMM/DTAH</p>	<p>December 14</p> <p>December 14</p>
4	<b>Next Meeting</b> <ul style="list-style-type: none"> <li>• PAC #2 will be on December 14 at City Hall, Champlain Room (1.30-4pm). A meeting invite will be sent.</li> </ul>	All	December 14
5	<b>Other</b> <ul style="list-style-type: none"> <li>• An FTP link will be sent to attendees to view the 60% detail design drawings.</li> </ul>	MMM/DTAH	November 3
6	<b>Post-Meeting Notes</b> <p>Subsequent to the meeting Mr. Dance submitted the following comments (summarized for the purpose of inclusion in these meeting notes). These comments were then addressed during PAC #2 on December 13, 2016:</p> <ul style="list-style-type: none"> <li>• Request to include "Old Ottawa East Community Association" after Mr. Dance’s name in the attendee list.</li> <li>• Request to clarify the change in bridge width between the original and current design.</li> <li>• Request to confirm how the proposed bridge design will deter the use of ‘love locks’.</li> <li>• Request to clarify the change in area and volume between the existing and proposed lily pond.</li> <li>• Request to confirm how surface markings and railings will be addressed on the east switchback to enhance the design and avoid some of the issues experienced at Corkstown Bridge.</li> <li>• Request to reconsider the City’s position that the stairs on the east landing will not be maintained during winter.</li> <li>• Request to address the potential for cars stopping on the pathway in front of the Canal Ritz.</li> <li>• Request to address potential blocked views to and from Echo Drive</li> </ul>		

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	as a result of the east landing stairs and switchback.		