

June 22, 1999

ACS1999-PW-PLN-0088
(File: OHD4300 FLEET9)

Department of Urban Planning and Public
Works

Ward/Quartier
OT6 - Somerset

- Local Architectural Conservation
Advisory Committee / Comité consultatif
local sur la conservation de l'architecture
- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

Heritage Alteration - Pooley's Bridge - 9 Fleet Street

Transformation d'un bien historique - Pont Pooley - 9, rue Fleet

Recommendations

1. That the application to alter Pooley's Bridge in accordance with the drawing submitted by the Regional Municipality of Ottawa-Carleton on May 21, 1999 and included as Document 3 be REFUSED.
2. That the alternative option included as Document 5 be APPROVED and forwarded to Regional Council for its consideration and approval.



June 23, 1999 (2:20p)

Edward Robinson
Commissioner of Urban Planning and Public
Works



June 24, 1999 (8:57a)

Approved by
John S. Burke
Chief Administrative Officer

SL:sl

Contact: Stuart Lazear - 244-5300 ext. 1-3855

Local Architectural Conservation Advisory Committee Recommendation - July 20, 1999

- The Committee concurs and so recommends. Since this is a historic bridge, the Committee feels that as much of the existing structure should be preserved as possible.

Yeas: (6) L. Corbin, J. Arnold, I. Kalin, R. Pajot, D. Showman and P. Stumes

Nays: (2) A. Horrall and T. Montpetit

Financial Comment

N/A.


June 23, 1999 (11:53a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendations

Recommendation 1

Pooley's Bridge, located at 9 Fleet Street, is designated under Part IV of the Ontario Heritage Act through By-law 65-95. The Statement of Reason for Designation is included as Document 2 of this report.

An Application to Alter Pooley's Bridge has been submitted by the Regional Municipality of Ottawa-Carleton (RMOC) to carry out, in part, the following work: retention and stabilization of the existing south stone spandrel wall; construction of a new concrete bridge structure for pedestrians and cyclists extending 4.5 metres north from the spandrel wall; removal of the existing stone arches of the bridge except for the southerly five metres; stabilization of the bridge piers as ruins. An illustration of this proposal is included as Document 3 of this report. It was one of twelve alternatives considered by the RMOC in an extensive review of potential means of rehabilitating and/or replacing the existing Pooley's Bridge necessitated by the deterioration of portions of the bridge. It was considered as alternative 3B in the RMOC report. A copy of the full report prepared by the Regional Environment and Transportation Department describing and evaluating the twelve alternatives is included as Document 4 and is on file with the City Clerk.

The option preferred by the RMOC would involve the removal of the existing stone arches except for the most southerly five metres. This is considered too extreme a level of intervention which would remove an unacceptable amount of the original fabric of Ottawa's oldest stone arched bridge, the second oldest in Ontario. The arches form the structural skeleton of the original stone bridge and their removal would preclude future restoration of the bridge in its original configuration should funds become available at some point in the future, as occurred with the 1994 infrastructure programme which enabled restoration of the Minto Bridges, a designated heritage property.

Recommendation 2

The alternative option illustrated in Document 5 was considered in the RMOC report as Alternative 2B. This option would retain a substantial portion of the original arches albeit in a “ruin” or non-rehabilitated state. The estimated cost of this option was \$1,490,000. The estimated cost of the option preferred by the RMOC was \$1,270,000, a difference of less than 15%.

It is recognized that if the preferred option recommended in this report were adopted there would still be a need to address potential issues such as unwanted access to the top of the exposed arches and deterioration of the underside of the stone arches at some point in the future. These issues could be addressed, however, following a decision by the RMOC to proceed with a rehabilitation option which retains the remaining arches in their entirety such that the option of future restoration/reconstruction would not be precluded by too rigorous demolition of the existing fabric.

Consultation

Adjacent property owners, tenants, as well as local community associations, were notified by letter of the date of the LACAC meeting and the Planning and Economic Development Committee meeting and were provided with comment forms to be returned to LACAC. This is in accordance with City Council’s public participation policy regarding alterations to designated heritage properties (PDD/PPP/N&C#9).

The Ward Councillor is aware of this application.

There was considerable public participation carried out by the RMOC to present the twelve alternatives. The process and results of that participation are described in Document 4. As an early part of that consultation process by the RMOC, a presentation was made to the City of Ottawa Local Architectural Conservation Advisory Committee (LACAC) on November 17, 1998. The LACAC comments are included as Document 6.

Disposition

Department of Corporate Services, Statutory Services Branch to notify the property owner, (Regional Municipality of Ottawa-Carleton, Ottawa-Carleton Centre, Cartier Square, 111 Lisgar Street, Ottawa, Ontario K2P 2L7) and the Ontario Heritage Foundation (10 Adelaide Street, 3rd Floor, Toronto, Ontario M5C 1J3) of City Council’s refusal to alter 9 Fleet Street in accordance with the alternative shown in Document 3 and its approval of the alternative shown in Document 5.

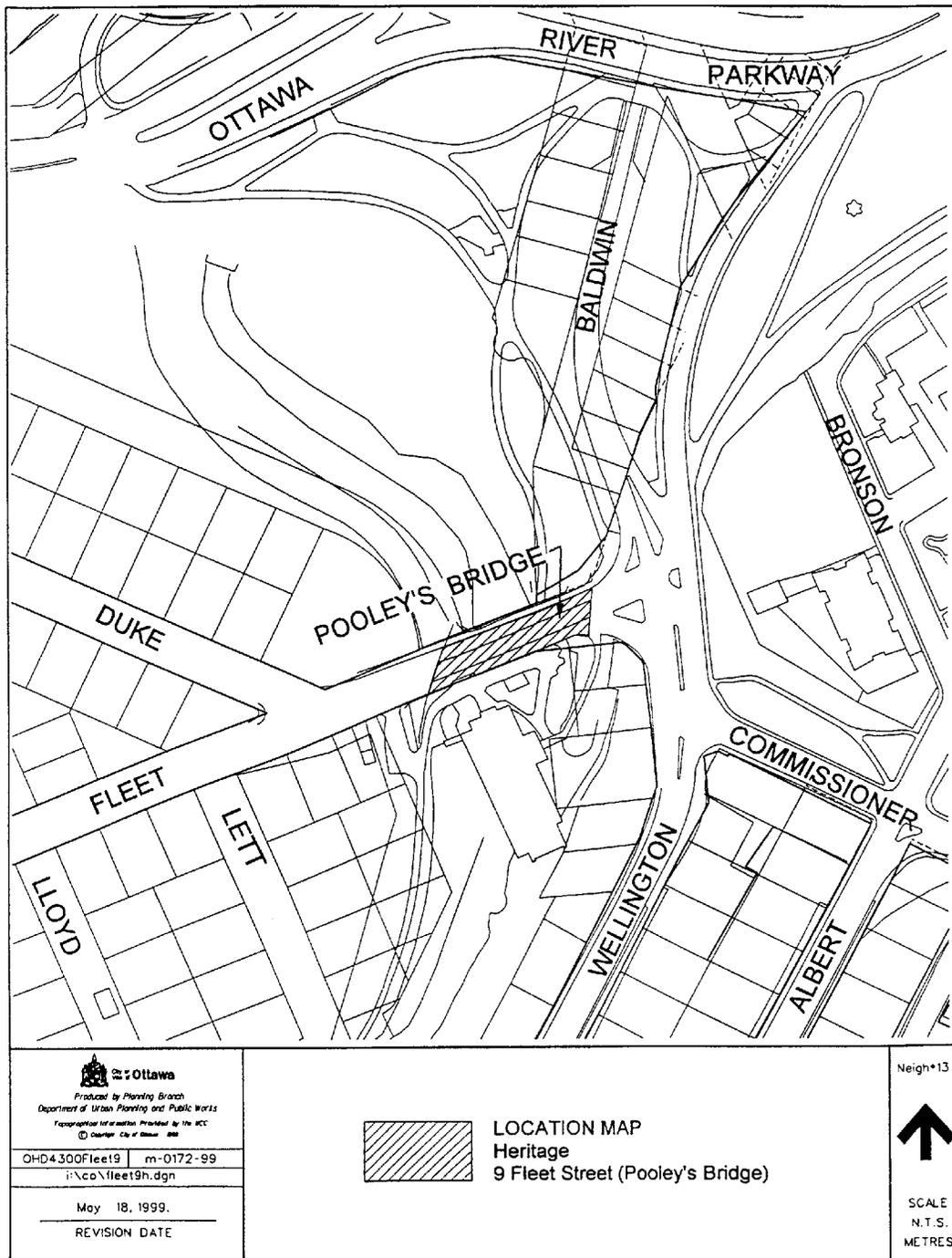
List of Supporting Documentation

- Document 1 Location Map
- Document 2 Statement of Reason for Designation
- Document 3 Option Recommended by RMOC
- Document 4 Report of the RMOC Environment and Transportation Committee- Copy on file with City Clerk
- Document 5 Alternative Option Recommended in this report
- Document 6 LACAC comments of December 17,1998

Part II - Supporting Documentation

Location Map

Document 1

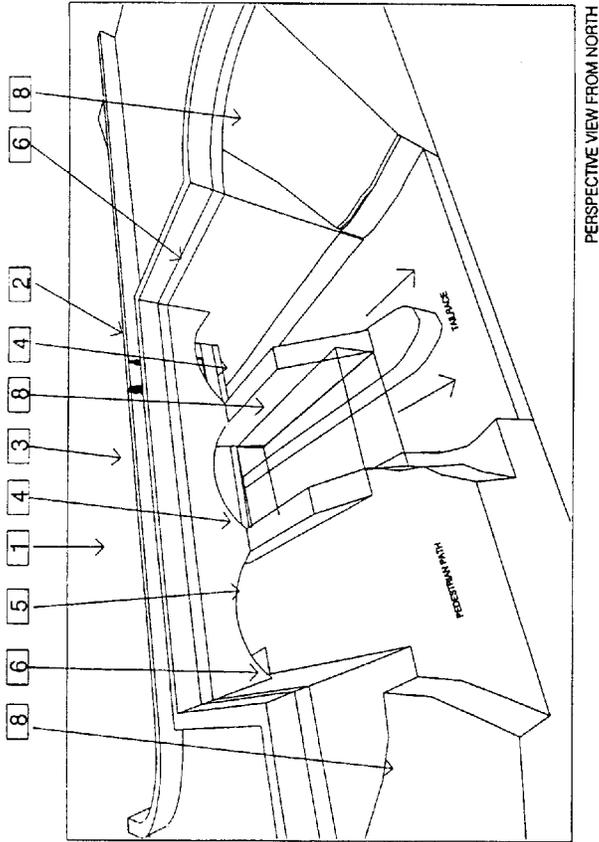


STATEMENT OF REASON FOR DESIGNATION

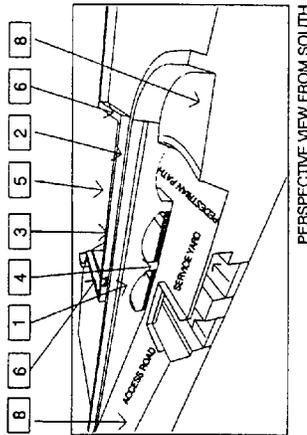
Pooley's Bridge is recognized for its historical significance to the development of Ottawa, and for its architectural and contextual value. Pooley's Bridge is Ottawa's oldest bridge; it was constructed in 1872 to the design of City of Ottawa Engineer, Mr. George Hugo Perry, with work executed by local contractor, Alexander Sparks. This three-span, stone arch bridge is the oldest extant structure from Ottawa's municipal development programme of the 1870s. Pooley's Bridge was constructed as a condition of the land grant from the federal government for the site at which the Fleet Street Pumping Station was built. Its stone construction is indicative of its importance to the early transportation needs of the City. It was the most easterly link of the original Ottawa-Hull bridge system and was a vital part of the only interprovincial crossing in this area. Pooley's Bridge continued to be used as part of the Chaudiere crossing until it was closed to public use in May of 1983. It was briefly re-opened in 1984 when Pope John Paul II visited Ottawa and held a service at LeBreton Flats.

Pooley's Bridge is also considered the second oldest stone arch bridge in the Province of Ontario. This bridge is unique in Ontario as it is associated with the system of five, single-span stone arch bridges which cross the open aqueduct at intervals between the headworks and the Fleet Street Pumping Station.

The channeled tailrace, an integral link in the aqueduct corridor of LeBreton Flats, is included in this designation.



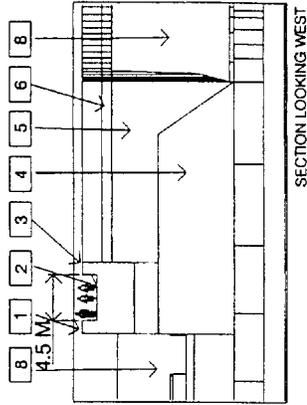
PERSPECTIVE VIEW FROM NORTH



PERSPECTIVE VIEW FROM SOUTH

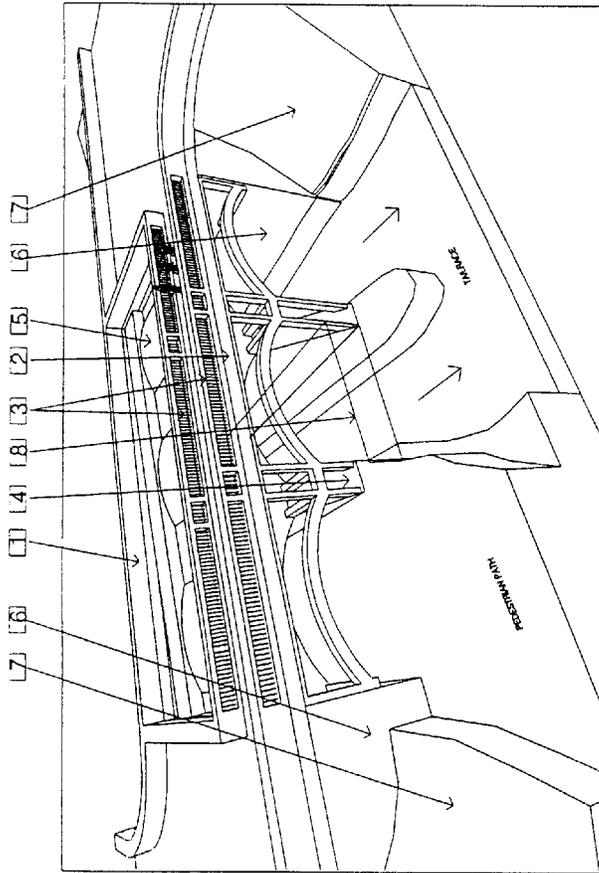
Drawing Legend:

1. Retain and stabilize existing south stone spandrel wall.
2. New concrete pedestrian bridge structure (stone veneer).
3. New north railing (stone veneer).
4. Retain and stabilize existing stone piers as "ruins".
5. Remove existing arches.
6. Retain and stabilize east and west abutments north of new pedestrian bridge.
7. Remove east and west abutments north of new pedestrian bridge.
8. Landscaping to remain.
9. New site regrading and new landscaping for abutment replacement.
10. Remove existing timber cribwork.

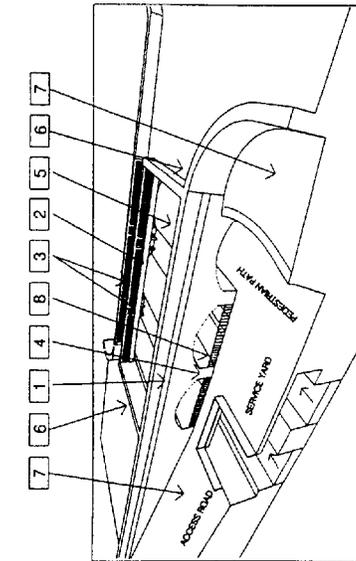


SECTION LOOKING WEST

POOLEY'S BRIDGE REHABILITATION ALT. 3B
(RECOMMENDED)



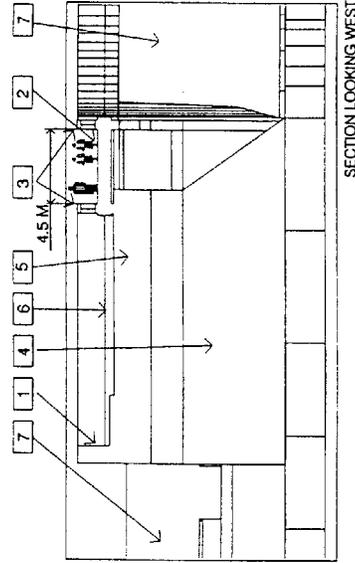
PERSPECTIVE VIEW FROM NORTH



PERSPECTIVE VIEW FROM SOUTH

Drawing Legend:

- [1] Retain and stabilize existing South stone spandrel wall.
- [2] New concrete or metal pedestrian bridge structure.
- [3] New railings.
- [4] Retain and stabilize existing stone piers as "ruins".
- [5] Retain and stabilize existing arches as "ruins".
- [6] Retain and stabilize existing stone piers and abutments south of new pedestrian bridge.
- [7] Landscaping to remain.
- [8] Remove existing timber cribwork.



SECTION LOOKING WEST

POOLEY'S BRIDGE REHABILITATION ALT. 2B

LOCAL ARCHITECTURAL CONSERVATION ADVISORY COMMITTEE (LACAC)
COMMENTS

On 17 November 1998, a presentation was made to City of Ottawa's Local Architectural Conservation Advisory Committee (LACAC). The following motion was passed at its meeting on 17 December 1998:

Quote

"LACAC resolves that the best possible option for Pooley's Bridge is the first one, the preservation of the existing historic structure which is both Ottawa's oldest bridge and a designated heritage structure. LACAC urges a reconsideration of the bridge with an approach that considers, as well, as the concept of a partial restoration, a stabilised ruin."

- 1. A solution which would not preclude additional restoration or reconstruction in the future, if funds permit.*
- 2. The retention of a structural conservator to provide appropriate solutions to the structure and its historic facilities, including the technology of stone structure stabilisation.*