

Wastewater Treatment Project

Clover Point Pump Station and Dallas Road (Clover) Forcemain 50% Design Proposal

April 12, 2018

Harbour Crossing Update



Introduction and Background

Previous Council Meeting:

- Presented Design Proposal to Council at Committee of the Whole (Dec. 14, 2017)
- Council recommendations:
 - Soften interface between Clover Point Pump Station and foreshore
 - Report back on parking capacity and options to mitigate impacts

Progress Since Last Council Meeting:

- Progressed development of the 50% design
- Amended design to incorporate Council recommendations
- Present 50% design to James Bay Neighbourhood Association (Jan. 10, 2018)
- Present 50% design to Fairfield Gonzales Community Association (Jan. 11, 2018)
- Amended 50% design to incorporate public comments

Purpose of Council Meeting:

- Present 50% Design Proposal to City Council

Presentation Team Members

Dave Clancy – Project Director, CRD Wastewater Treatment Project

Evan Southern – Director of Communications & Stakeholder Engagement,
CRD Wastewater Treatment Project

Bob Evans - Lead Architect, WSP/Kenaidan Contracting Ltd.

Joe Broberg - Senior Project Manager, Jacobs/CH2M Hill

Stephen Bean - Senior Geotechnical Engineer, Thurber Engineering Ltd.

Mitchell Jacobson - Senior Transportation Engineer, Watt Consulting Group

Community Consultation

Consultation Purpose

The CRD held a community consultation from January 10 – 31, 2018

Clover Point Pump Station building exterior and public space improvements;
Clover Forcemain design and alignment within the Dallas Road right-of-way; and
Cycle path alignment along Dallas Road.

Consultation Participation



280

people attended two community meetings in James Bay and Fairfield Gonzales



346

feedback forms (online & hardcopy) submitted

Community Consultation: Key Themes

James Bay Community

- Participants were interested in the construction and alignment of the Clover Forcemain
- Participants expressed concerns for vegetation and wildlife at Beacon Hill Park, as well as mature trees along the cycle track and forcemain alignment
- Participants expressed concerns about possible loss of parking spots along Dallas Road and at Clover Point
- Participants were divided in their support and opposition of the cycle track

Community Consultation: Key Themes

Fairfield Gonzales Community

- Participants wanted to learn more about off-leash dog areas and fencing
- Participants were generally supportive of the cycle track, especially safety for cyclists
- Participants expressed concerns about possible loss of parking spots along Dallas Road and at Clover Point
- Participants were interested in accessible parking spaces for residents with mobility needs

Community Consultation: Results of Feedback Forms



Clover Point Pump Station Building Exterior

75% strongly or somewhat agree



Public Space Improvements at Clover Point

74% strongly or somewhat agree



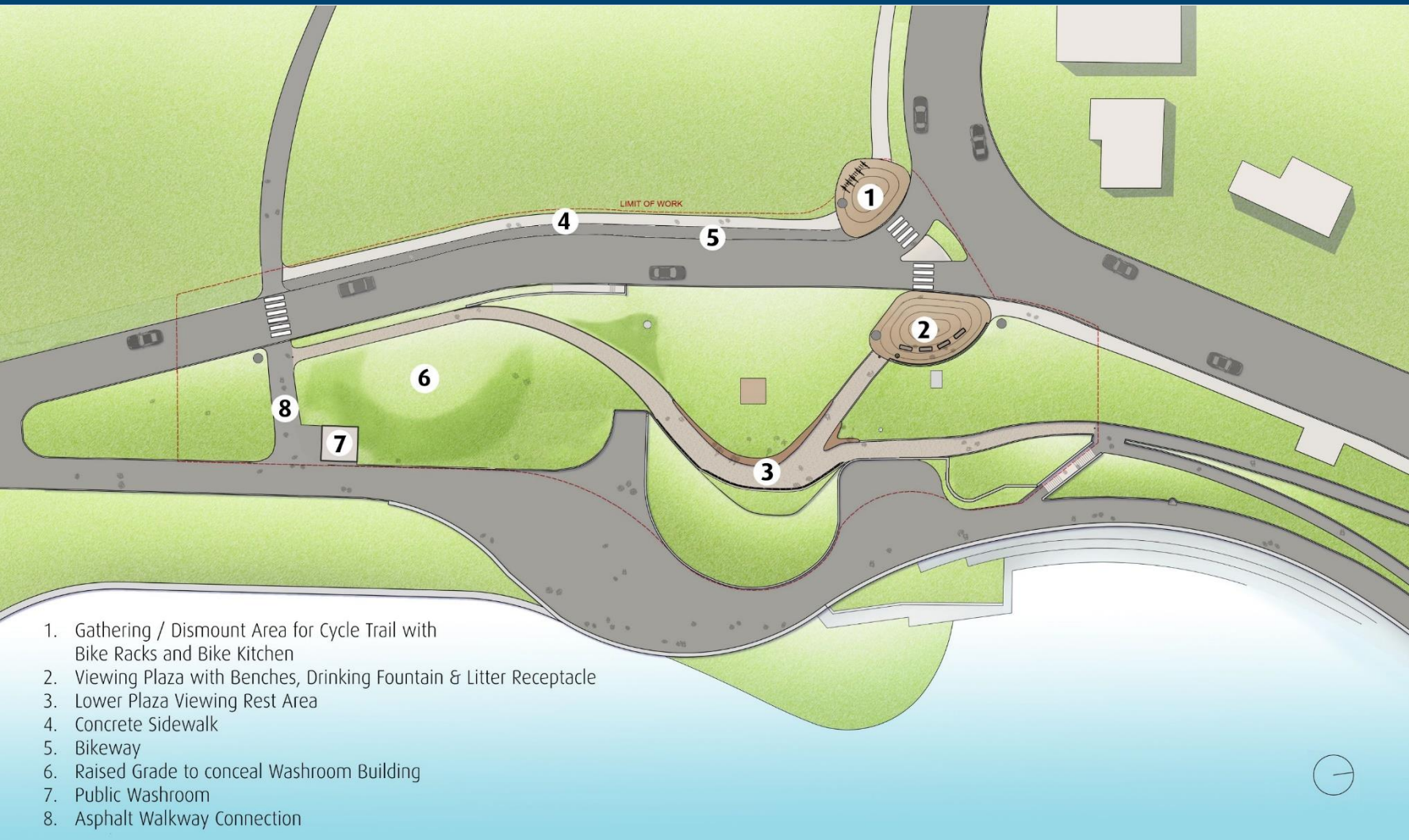
Cycle Track Design and Alignment

59% strongly or somewhat agree 38% strongly or somewhat disagree

Community Consultation: Other Suggestions

Outside Project Scope

1. Extend public walkways around Clover Point
2. Introduce a bus stop at Clover Point
3. Change Dallas Road to one-way traffic
4. Provide traffic-controlled traffic signals at crosswalks
5. Provide additional bike racks along cycle track
6. Remove car parking at Clover Point loop
7. Extend cycle track through Ogden Point
8. Include traffic calming measures
9. Implement pay parking and / or maximum time limits for parking



CLOVER POINT PUMP STATION

FIGURE 1 - CONCEPT PUBLIC REALM PLAN



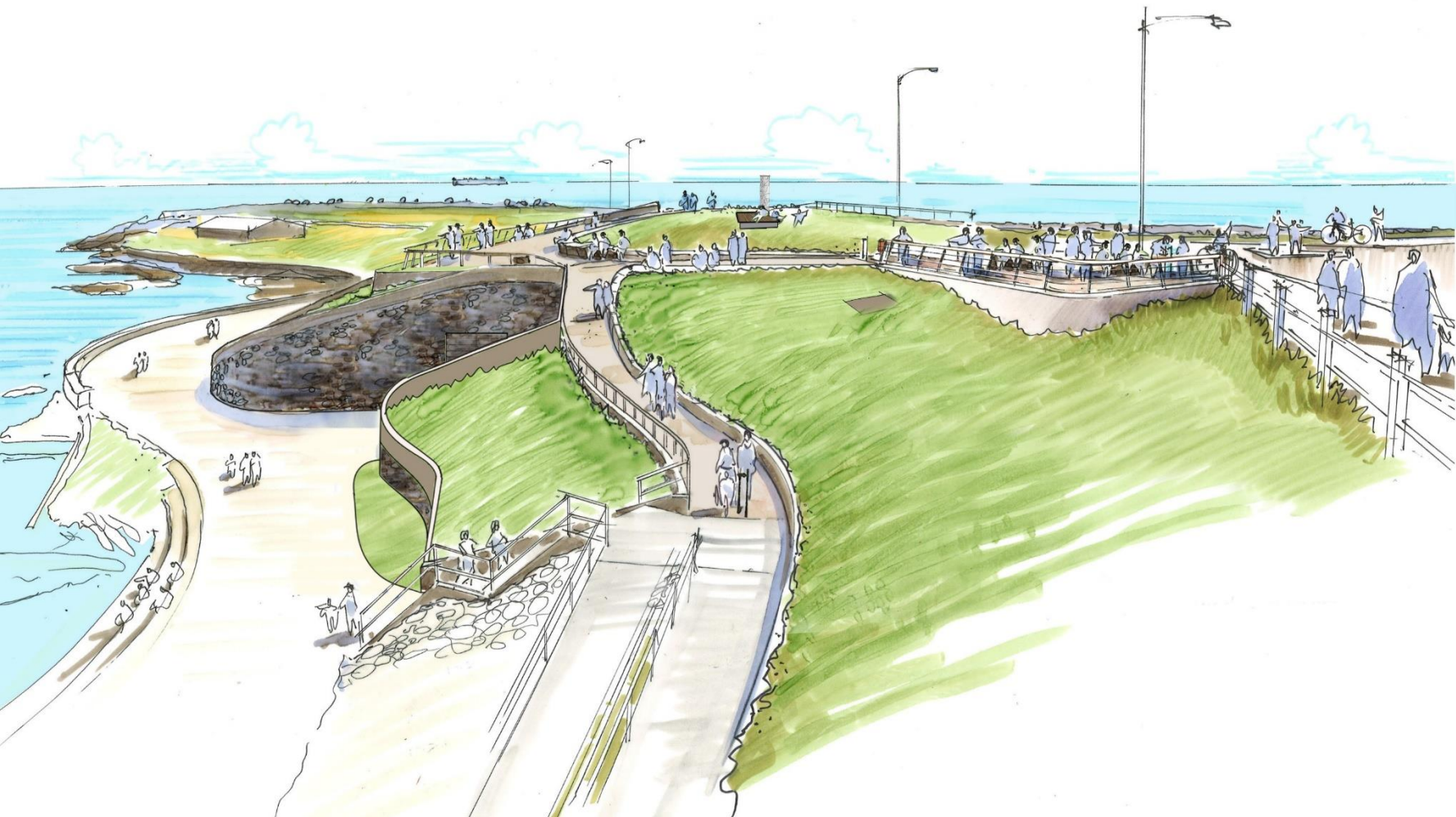
CLOVER POINT PUMP STATION

FIGURE 2 – VIEW TOWARDS THE SOUTHWEST



CLOVER POINT PUMP STATION

FIGURE 3 – VIEW TOWARDS THE NORTH



CLOVER POINT PUMP STATION

FIGURE 4 – VIEW TOWARDS THE SOUTH

Community Consultation: Clover Point Pump Station Building Exterior and Public Realm Improvements

Suggested amendments incorporated into design include:

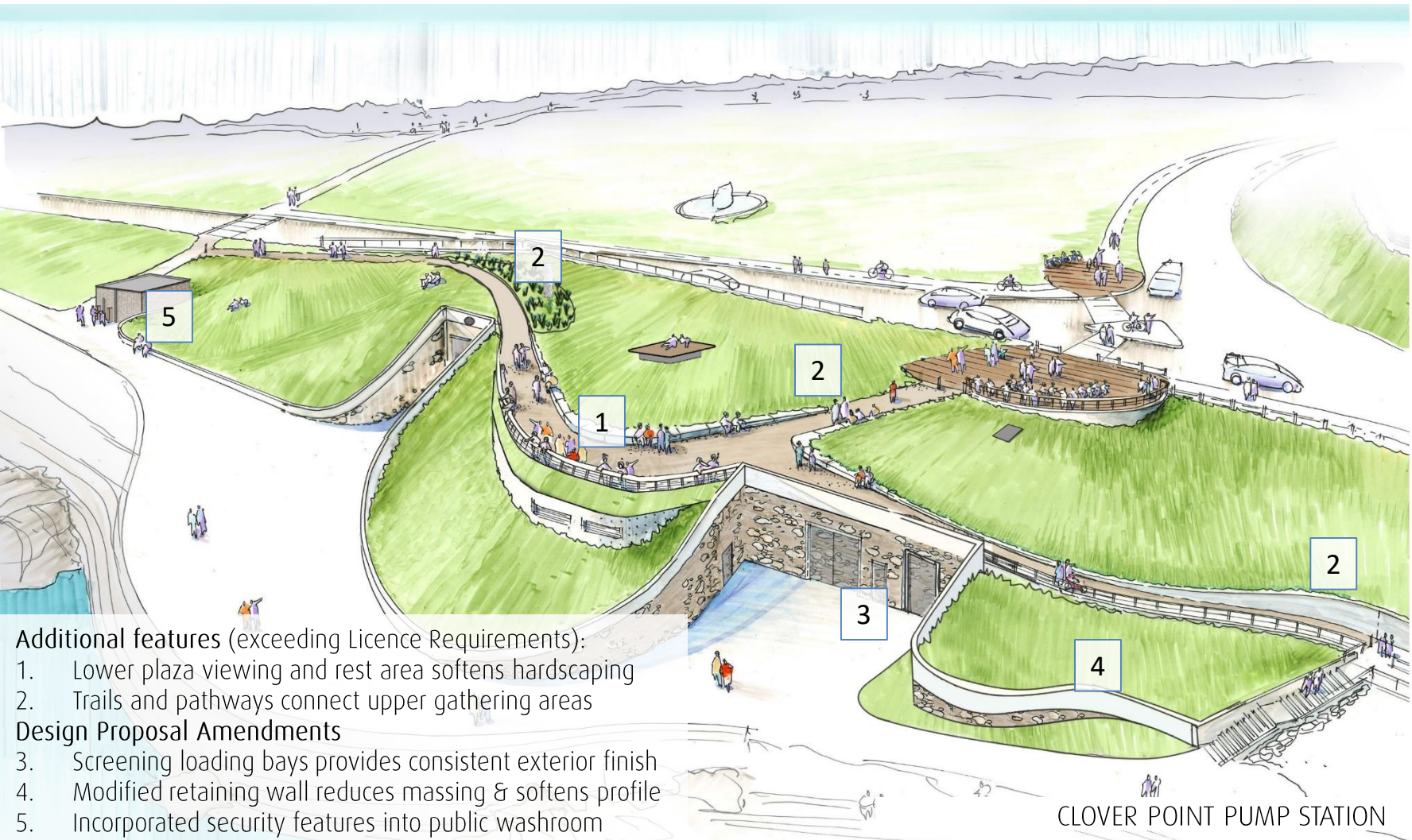
- Blend Pump Station building exterior with site and surrounding area
 - 50% Design Proposal has features which exceed Licence requirements
 - Reduced massing and profile to better blend exterior with the site
 - Modifications requiring less use of stone and concrete
- Washroom improvements (less tucked away, security and monitoring)
 - Security features incorporated , e.g. lockable, roll-down shutter
- Add architectural or landscaping features, e.g. First Nations historical significance
 - Integral part of Licence requirements and design development
 - Collaborating with Esquimalt and Songhees Liaisons and City of Victoria

Community Consultation: Clover Point Pump Station Building Exterior and Public Realm Improvements

Suggested amendments unable to be incorporated into design include:

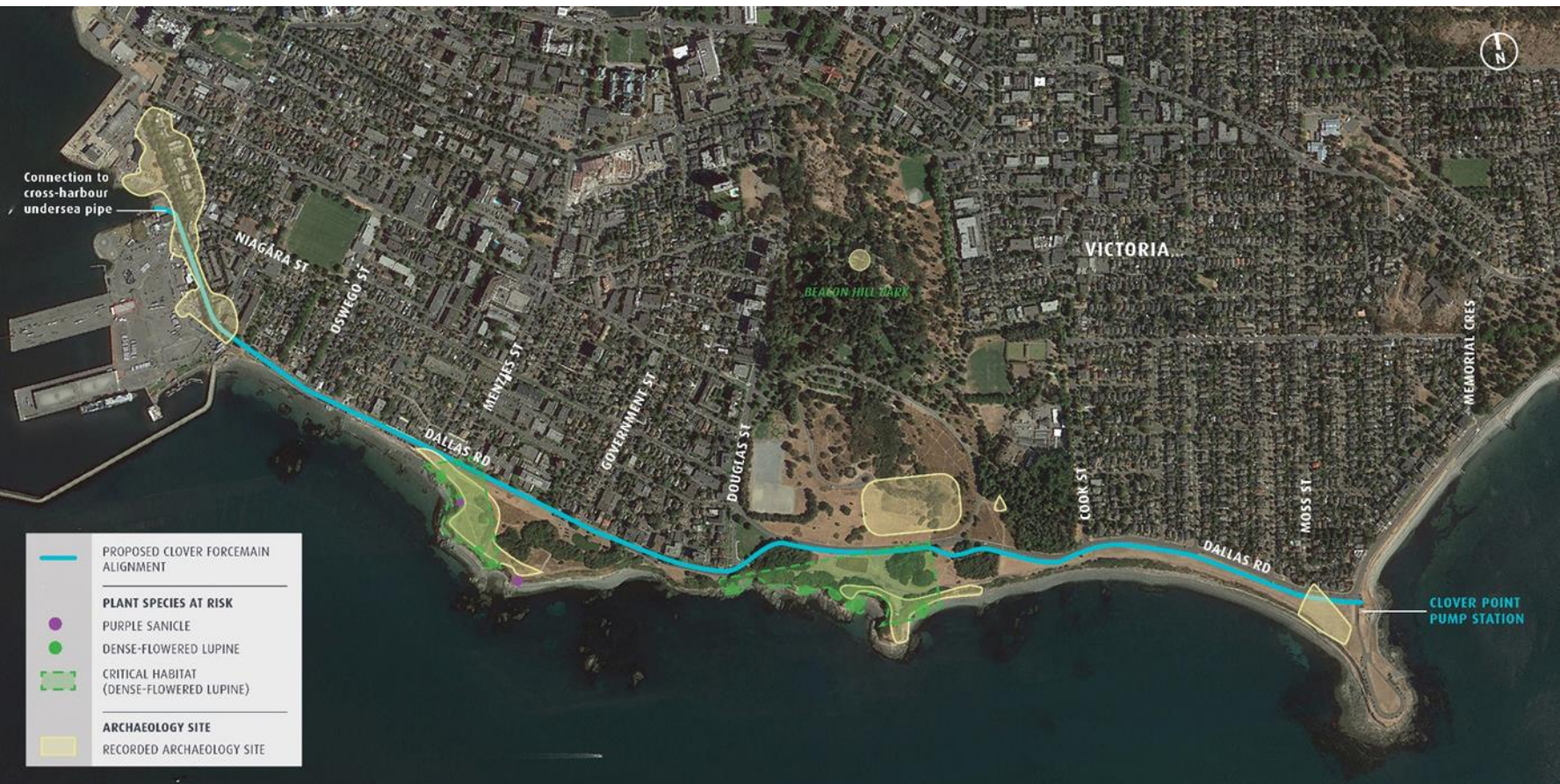
- Building exterior modifications to see inside pump station
 - Would require significant structural retrofit (not feasible)
- Provide ramps connecting upper and lower levels of public space improvements
 - Trails and pathways connect to existing ramps
 - Spatial limitations prohibit ramps in closer proximity to pump station
- Move viewing plaza and other public amenities further from Dallas Road
 - Would require material revisions to Design Concept in Licence Agreement

Design Amendments (Council and Public Comments)

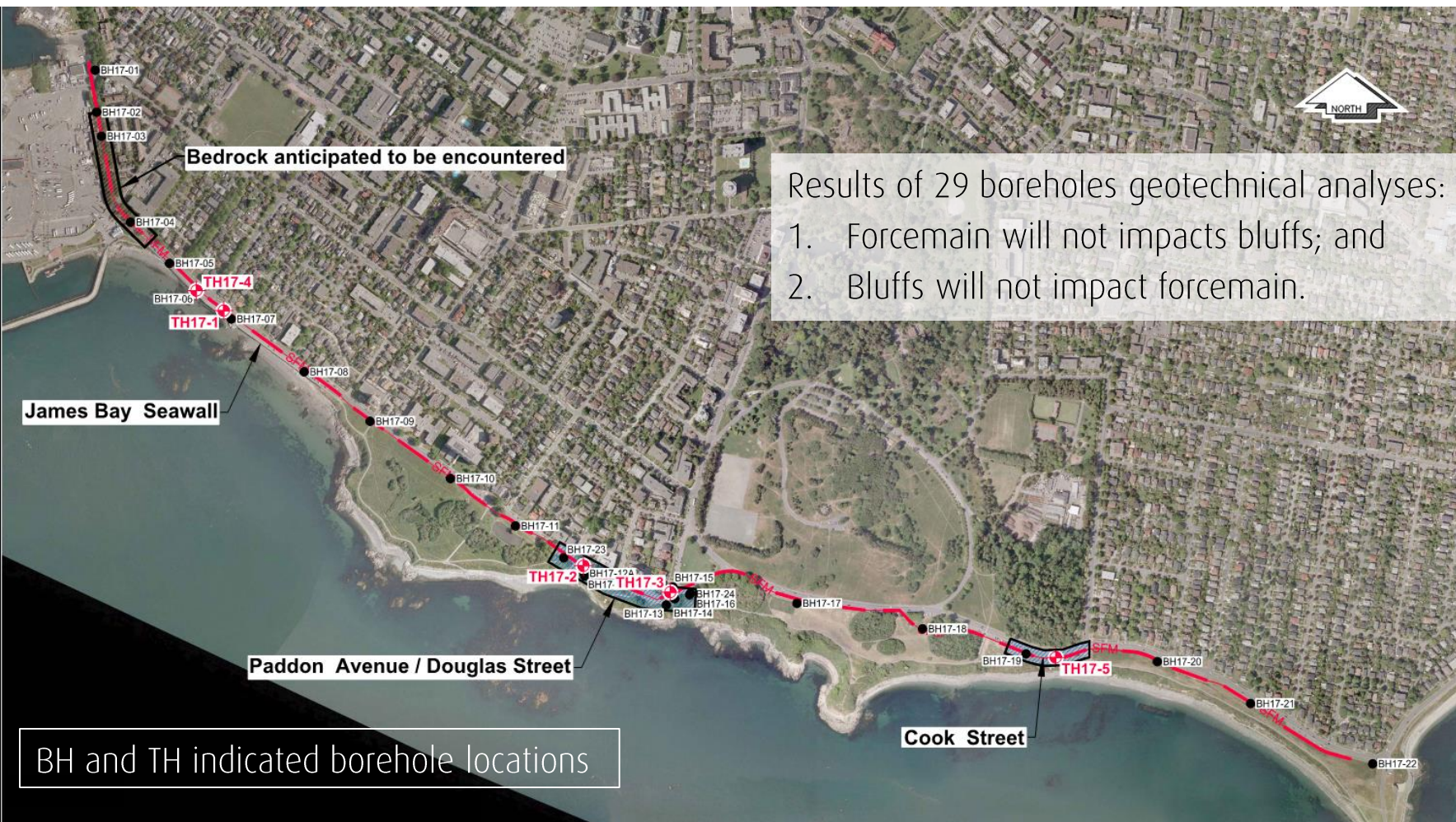


CLOVER POINT PUMP STATION

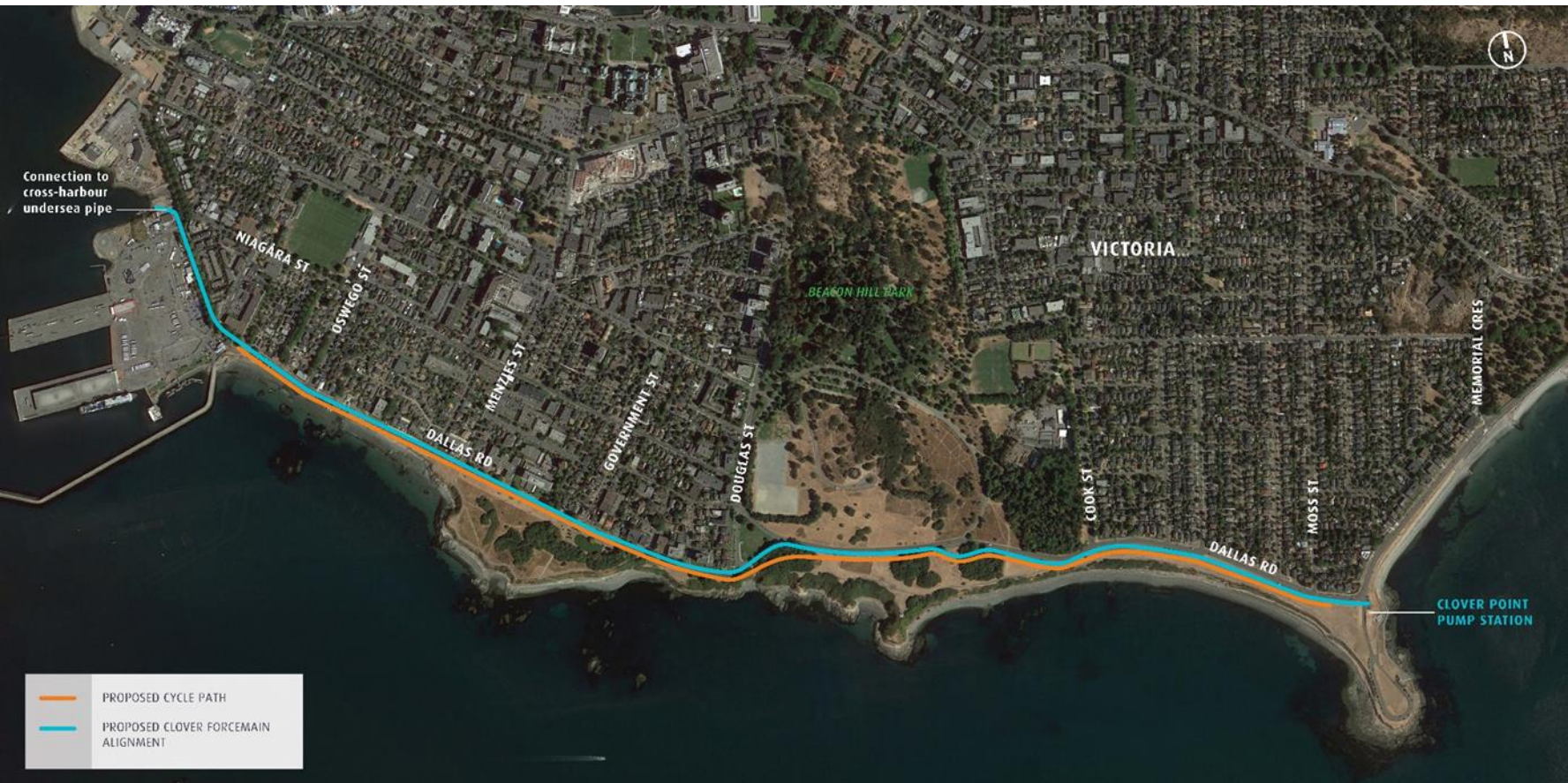
Clover Forcemain: Alignment Overview



Areas of Geotechnical Interest



Cycle Track Alignment Overview



Cycle Track Design Objectives

- Meeting requirements of Licence:
 - Address public safety of all road and park users (pedestrians, cyclists, and vehicles)
 - Minimum 3.0 m wide, physically separated from Dallas Road
 - Incorporate Crime Prevention Through Environmental Design (CPTED) principles
 - Comply with Transportation Association of Canada geometric design standards
 - Incorporate safety improvements for pedestrian crossings
 - Provide linkages to existing crosswalks and connections to Dallas Road waterfront pathway
 - Constructed in a manner that minimizes loss of parking spaces
- Minimize loss of green space
- Adhere to City of Victoria's Official Community Plan
- Provide a continuous cycling facility suitable for all ages and abilities



Before



After

Cycle Track: Camas Circle

- Alignment within an existing utility corridor
- Arborists' recommendations support alignment:
 - Maintains large mature trees near south curb
 - Removes invasive species along Cycle Track route



Cycle Track: Mile Zero

- Alignment within an existing utility corridor
- Arborists' recommendations support alignment:
 - Maintains large mature trees near south curb
 - Removes invasive species along Cycle Track route



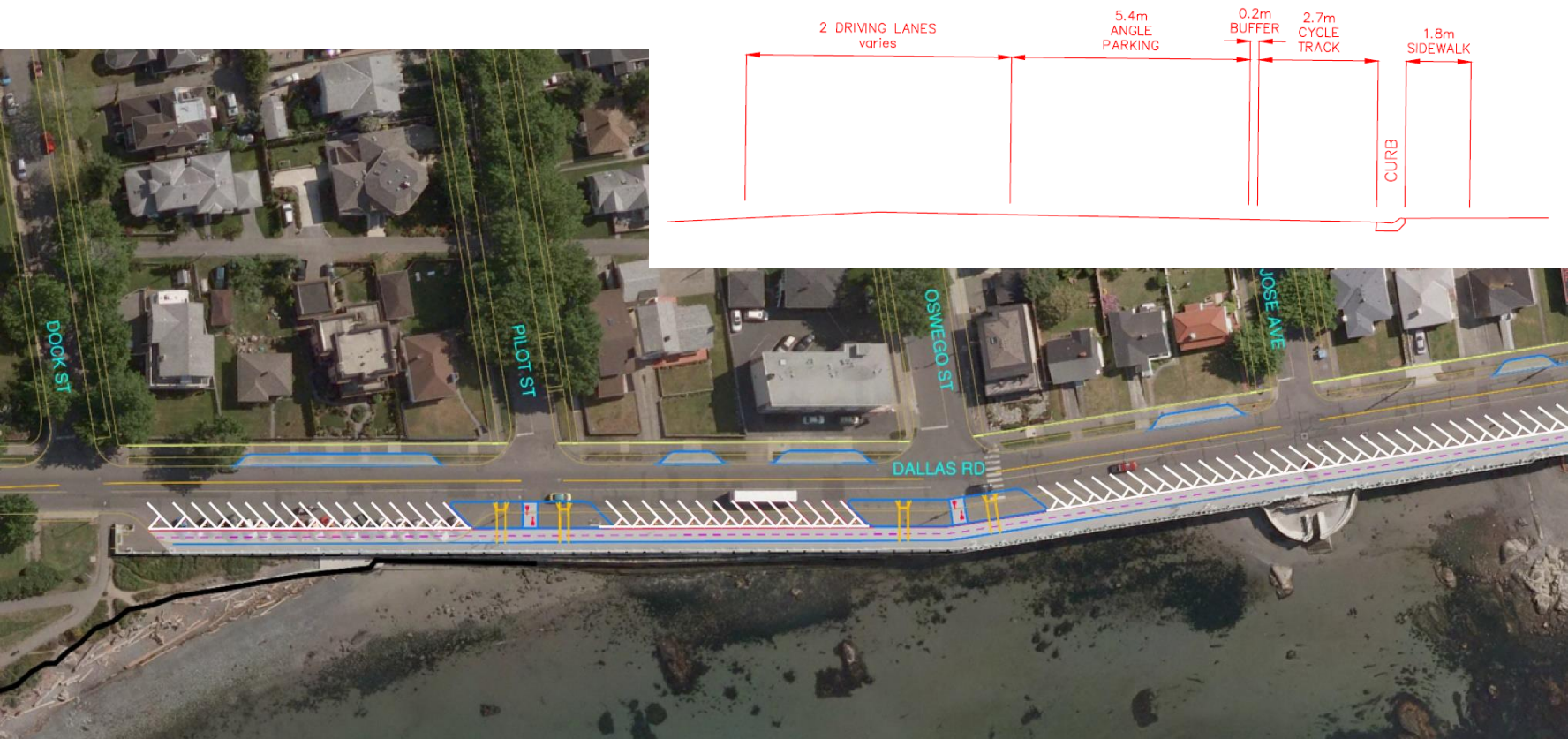
Cycle Track: Douglas Street

- Geotechnical constraints – cannot add fill
- Spatial constraints between retaining wall & road
- Cycle Track within roadway to maintain Design Objectives



Cycle Track: Seawall Alignment (Dock St. to Lewis St.)

- Seawall is limited on south side
- North curb is north side limit
- Options developed to mitigate parking impacts



Cycle Track: Parking Options

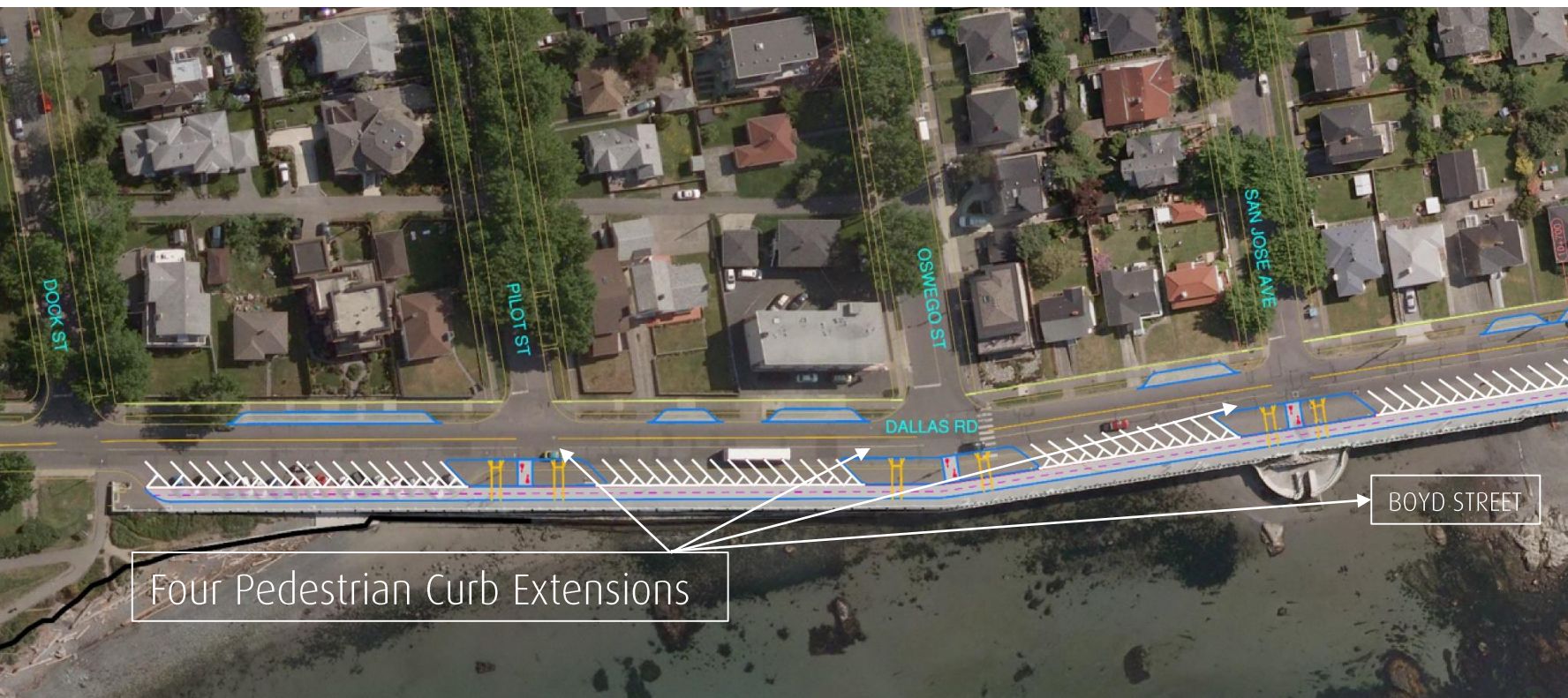
Option 1: Parallel Parking



Cycle Track: Parking Options

Option 2: Angle Parking with Four Curb Extensions

- City estimate of total maximum parking capacity: 598 stalls (Dock St. to Clover Point)
- City estimate of total parking capacity for Option 2: 561 stalls



Cycle Track: Parking Options

Option 3: Angle Parking with Two Curb Extensions

- City estimate of total maximum parking capacity: 598 stalls (Dock St. to Clover Point)
- City estimate of total parking capacity for Option 3: 575 stalls



Two Pedestrian Curb Extensions

Community Consultation: Parking Options

Key Results from the Feedback Forms

Preferred option for parking on Dallas Road between Dock and Lewis Streets

- 15% chose **OPTION 1**: parallel parking
- 44% chose **OPTION 2**: angled parking with four curb extensions (provides improved pedestrian and cycling connectivity)
- 41% chose **OPTION 3**: more angled parking with two curb extensions (provides less pedestrian and cycling connectivity than Option 2)

Proposed design basis: Option 2

- Optimizes parking, pedestrian and cycling connectivity
- Aligns with City recommendation

Community Consultation: Cycle Track Design and Alignment

Suggested amendments incorporated into design include:

- Concerns about pedestrian connectivity
 - Addressed through development of crosswalks and key intersections
- Concerns about parking loss for residents, seniors and visitors
 - Addressed through development of options to mitigate parking impacts
- No concrete curbs/barriers on cycle path (or use painted lines to delineate)
 - Design incorporates roll-over curbs
 - Consideration could be given to using line painting for delineation
 - CRD will implement City staff recommendation
- Provide elephant feet crosswalks for cycling and walking paths
 - CRD will implement treatment recommended by City staff

Suggested amendments unable to be incorporated into design include:

- Provide wider cycle lanes
 - Width of cycle lanes complies with applicable design criteria
 - Requires widening of Dallas Road, which would result in loss of green space

Cycle Track: Lighting Options

- Design Requirements:
 - Mitigate public safety concerns
 - Incorporate CPTED principles
 - CPTED: facial recognition at 10 metres
- Proposed design basis:
 - Cycle Track lighting in off-road sections only
 - Utilize solar lighting along Cycle Track
 - On street lighting Douglas to Cook Streets
 - Aligned with City recommendation



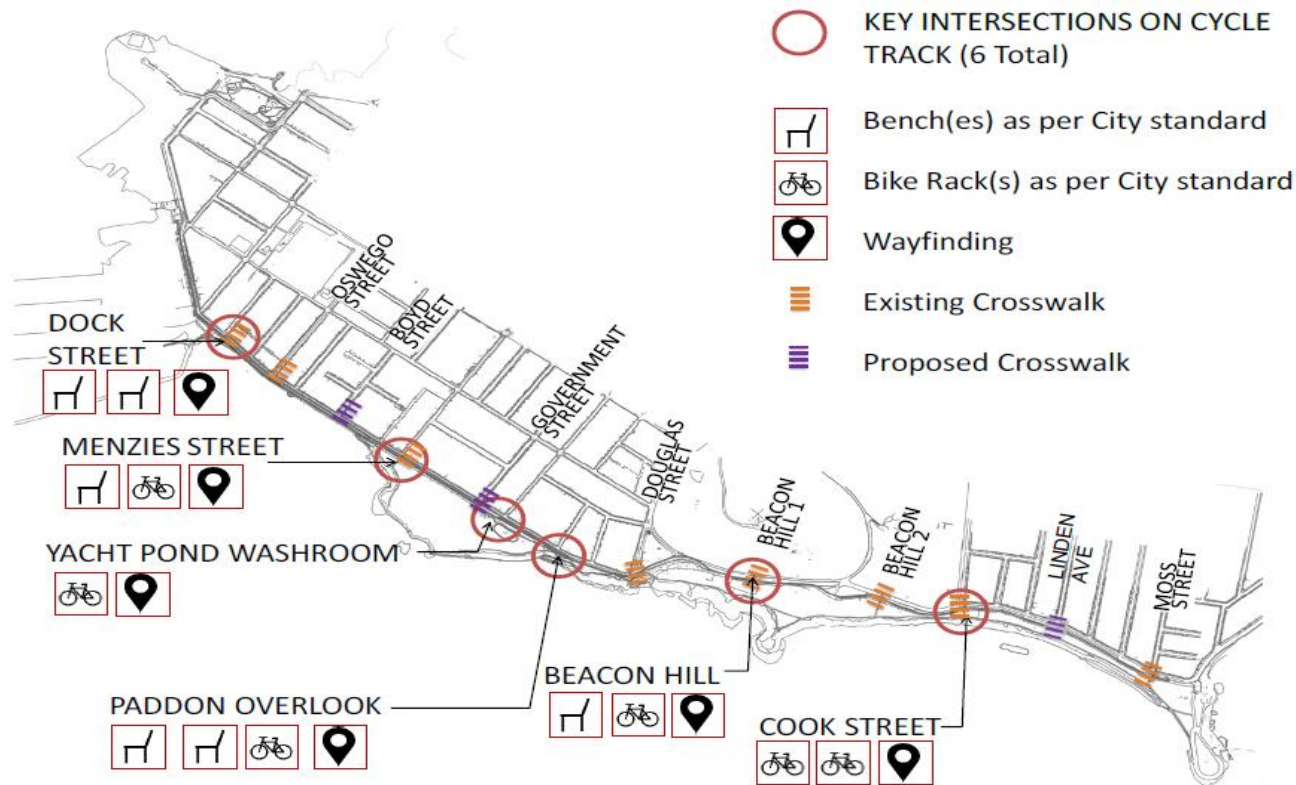
Dallas Road at Douglas Street/ Mile Zero



Dallas Road at Circle Drive

Cycle Track: Pedestrian Safety & Connectivity

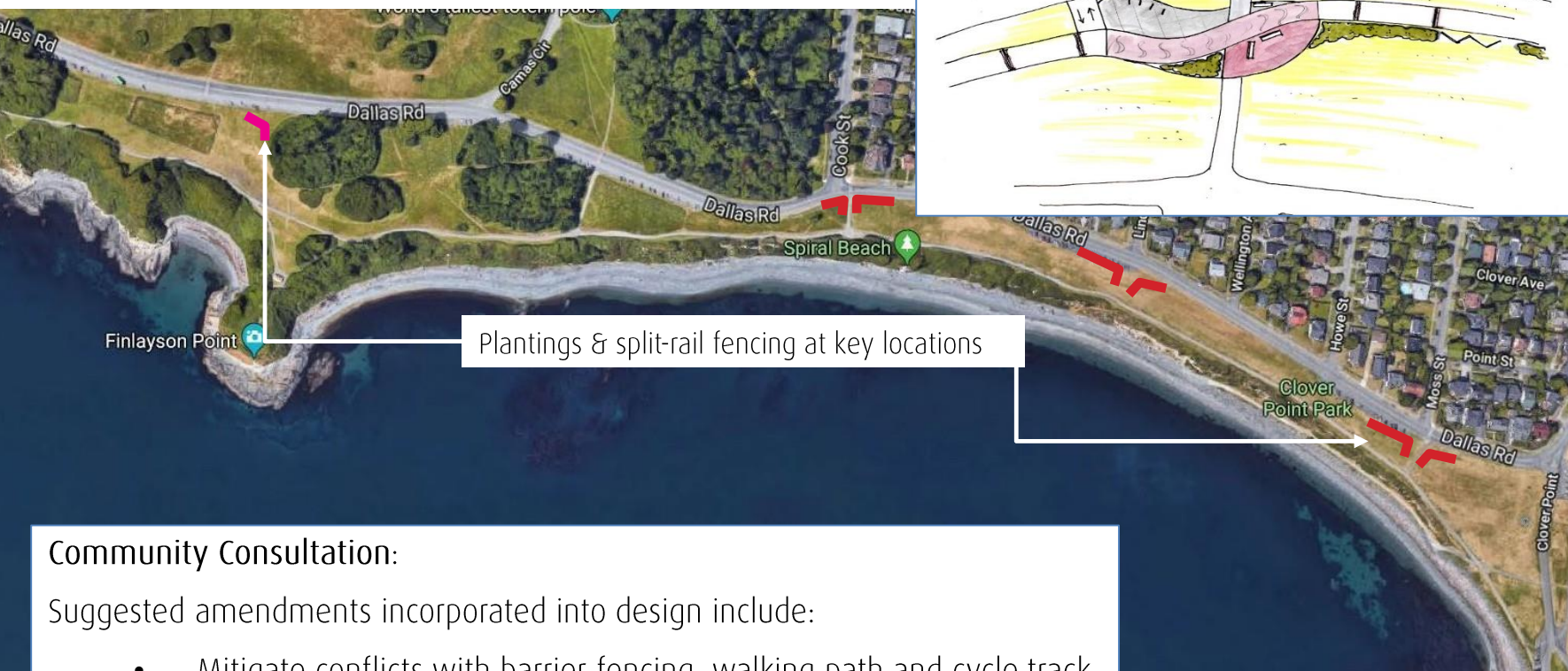
- Eight existing crosswalks from Dock Street to Clover Point
- Proposed design basis:
 - New crosswalks at Boyd, Government and Linden Streets
 - Aligned with City recommendation



Cycle Track: Barrier Fencing

Proposed design basis:

- Plantings & split-rail fence at key locations
- Aligned with City recommendation



Community Consultation:

Suggested amendments incorporated into design include:

- Mitigate conflicts with barrier fencing, walking path and cycle track

Next Steps

April 2018 to June 2018

- CRD will amend the 50% Design Proposal in accordance with recommendations of City Council that are consistent with Design Concept
- CRD will submit final design of Building exterior and Public Realm Improvements and the Dallas Road Cycle Track alignment for City staff approval
- CRD will provide their public engagement plan to City of Victoria's Director of Engineering, before commencing construction
- CRD will select a general contractor for construction of the Clover Point Forcemain through a competitive procurement process

July 2018 to June 2020

- CRD will host a Community Information Open House, with City staff in attendance, to provide project update, and construction impacts and mitigation
- Construction of Clover Forcemain and Cycle Track, including geotechnical monitoring along Dallas Road with an enhanced focus on the shoreline and bluffs

June 2020 to June 2021

- Post-construction geotechnical monitoring (12 months) along Dallas Road with an enhanced focus on the shoreline and bluffs

Next Steps

Through 2018

CRD, the Esquimalt and Songhees Nations Liaisons and City of Victoria staff develop features that help share the story of the Lekwungen people in a respectful manner:

- Align and build on the Na'Tsa'Maht Unity Wall at Ogden Point;
- Link Ogden Point and Clover Point via Songhees and Esquimalt stories; and
- Wayfinding signage should align with the City of Victoria signage, where possible.

Through 2020

CRD ongoing engagement with Esquimalt and Songhees Nations Liaisons across the entire Project

Thank you