

Interim Design Option 1

The first option is a variation of the original proposal. As illustrated in the attached drawing (Attachment A), the roadway is proposed to be closed at the north end of the “loop”, thereby providing citizens on foot, on bike or using mobility aids exclusive access to the waterfront in the park. The complete closure of the loop would also close the last remaining gap and complete a continuous pedestrian waterfront route from the breakwater at Ogden Point to Ross Bay beach access at Memorial Crescent.

The parking component has been adjusted based on direction received from Council. The revised configuration accommodates a total of 15 parking stalls within the park, 10 of which are accessible. The design includes 10 parking stalls located adjacent to the new multi-use pathway, six of which are designated accessible stalls. In addition, an oversized passenger loading stall is provided, which will allow park users to drop-off gear and supplies before relocating their vehicle elsewhere in the area. Another four designated accessible parking spaces are located at the southern terminus of the road directly adjacent to the new pedestrian area that would be created.

Interim Design Option 2

The second option is a more significant departure from the original proposal and involves a partial closure of the loop road and parking area. As illustrated in the attached drawing (Attachment B), the west side of the roadway is proposed to be closed at the north end of the loop while the east side would remain open to vehicular access.

Like in Option 1, the remaining portion of the new pedestrian priority would be outfitted with new furnishings, such as benches and picnic tables, and would provide enhanced opportunities for walking and other recreational activities. The area that was intended to accommodate short-term community-based activations in Option 1 would remain a road and parking area. Split rail fencing would be installed between this area and the green space to mitigate safety concerns related to this adjacency.

By retaining that portion of the loop for vehicular circulation and parking, this option would allow for an increase to the total amount of parking that would be provided by 10 parking spaces. The revised configuration would accommodate a total of 25 parking stalls within the park, 10 of which would be designated accessible stalls. Park users would be able to drop-off gear and supplies in a generously sized pull-through passenger loading area at the north end of the loop before relocating their vehicle elsewhere in the area.

Should Council desire to increase the number of parking stalls on the roadway, this design offers flexibility to achieve that direction by shifting the vehicle turnaround further to the south and west. However, this change would reduce the amount of space for pedestrians and result in increased costs.

	Key Details
Interim Design Option 1 Budget: \$260,000	<ul style="list-style-type: none"> • Creates 3,600 square metres of additional waterfront space for pedestrians; • Allows for the complete separation of vehicular and pedestrian circulation within the park; • Provides 15 parking stalls (including 10 accessible / loading area) • Greatly enhances the recreational value of the green space within and adjacent to the loop by eliminating moving vehicles; • Protects the environment by removing sources of pollution from areas directly adjacent to the waterfront; • Protects wildlife in the Victoria Harbour Migratory Bird Sanctuary by removing vehicles from areas adjacent to waterfront
Interim Design Option 2 Budget: \$275,000	<ul style="list-style-type: none"> • Creates 2,400 square metres of additional waterfront space for pedestrians; • Provides 25 parking stalls (including 10 accessible / large loading area); • Provides direct vehicular access to the shoreline; Flexible design allows increasing the parking area on the existing pavement, if required

OPTIONS & IMPACTS

Option 1

Direct staff to complete modifications to increase the pedestrian priority space in Clover Point Park, including a full closure of the loop roadway, as illustrated in Attachment A, with a budget of \$260,000 to be funded from the Buildings and Infrastructure Reserve .

This plan will result in a larger pedestrian priority zone, covering 3,600 square metres of Clover Point Park's. The majority of the work will be coordinated and completed by contractors and therefore will not have significant impacts on staff capacity. The work is estimated to cost \$260,000. The cost of this option is \$10,000 above that of the original proposal, which is due to the additional signage, pavement markings and curb letdowns required to accommodate the increased number of accessible parking spaces.

Option 2

Direct staff to complete modifications to increase the pedestrian priority space in Clover Point Park, including a partial closure of the loop roadway, as illustrated in Attachment B, with a budget of \$275,000 to be funded from the Buildings and Infrastructure Reserve.

This option will increase the total area within the park available for walking, cycling, and play, by 2,400 square metres. The majority of the work will be coordinated and completed by contractors and therefore will not have significant impacts on staff capacity. The implementation of this design is estimated to cost \$275,000. The higher cost of this option is due to the additional traffic control infrastructure required, such as signage, pavement markings and bollards, as well as additional split-rail wood fencing.

Option 3

Direct staff to retain full vehicle access to the loop roadway upon completion of the CRD project.

Council may wish to retain full access for vehicles to the southern end of the park until the long-term park plan is developed. This approach would provide future opportunities for public engagement on all potential changes, including those relating to transportation and parking.

Accessibility Impact Statement

The proposed designs prioritize direct access to the southern portion of Clover Point Park for people with disabilities. Both options include ten designated accessible parking stalls, a designated passenger loading area for drop-off and pick-up, and wheelchair accessible picnic tables. The ratio of accessible spaces to total number of parking spaces (66.5% for Option 1 / 40% for Option 2) would exceed the ratio typically required by federal, provincial and municipal regulations, which is 2%. Residents using mobility aids will benefit from using the loop roadway (wide, paved multi-use pathway) to explore the peninsula without the risk of vehicle conflict. Future park planning will also consider installations/features that support accessible recreation objectives in order to provide an inclusive and welcoming space for people with a wide range of abilities.

2019 – 2022 Strategic Plan

The proposed amendments align with Strategic priorities relating to *Health, Well-Being, and a Welcoming City*, including increasing access to nature, and creating access to shoreline areas.

Impacts to Financial Plan

Should Council direct staff to complete the modifications outlined in this report, the budget could be funded through remaining funds from the 2020 Dallas Road balustrade capital project. Should Council not approve this project, the funding would remain in the Buildings and Infrastructure Reserve. To authorize the project to take place in 2021, an amendment to the Financial Plan would be required.

CONCLUSIONS

As previously noted, time is of the essence should the City wish to take advantage of the opportunity to have a portion of the works needed to implement the proposed modifications completed by contractors currently working at the site. Staff are seeking Council direction on a preferred option for the interim configuration of this unique park.

Respectfully submitted,

Thomas Soulliere
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Report accepted and recommended by the City Manager

Attachment A – Option 1: Proposed Interim Design for Clover Point Park (2021)

Attachment B – Option 2: Proposed Interim Design for Clover Point Park (2021)

Attachment C – Committee of the Whole Report (February 11, 2021)