

Wastewater Treatment Project

Design Proposal

Clover Point Pump Station Building Exterior
and Public Realm Improvements,
and the Clover Forcemain and
Cycle Track Alignment

December 14, 2017

Presentation Team Members

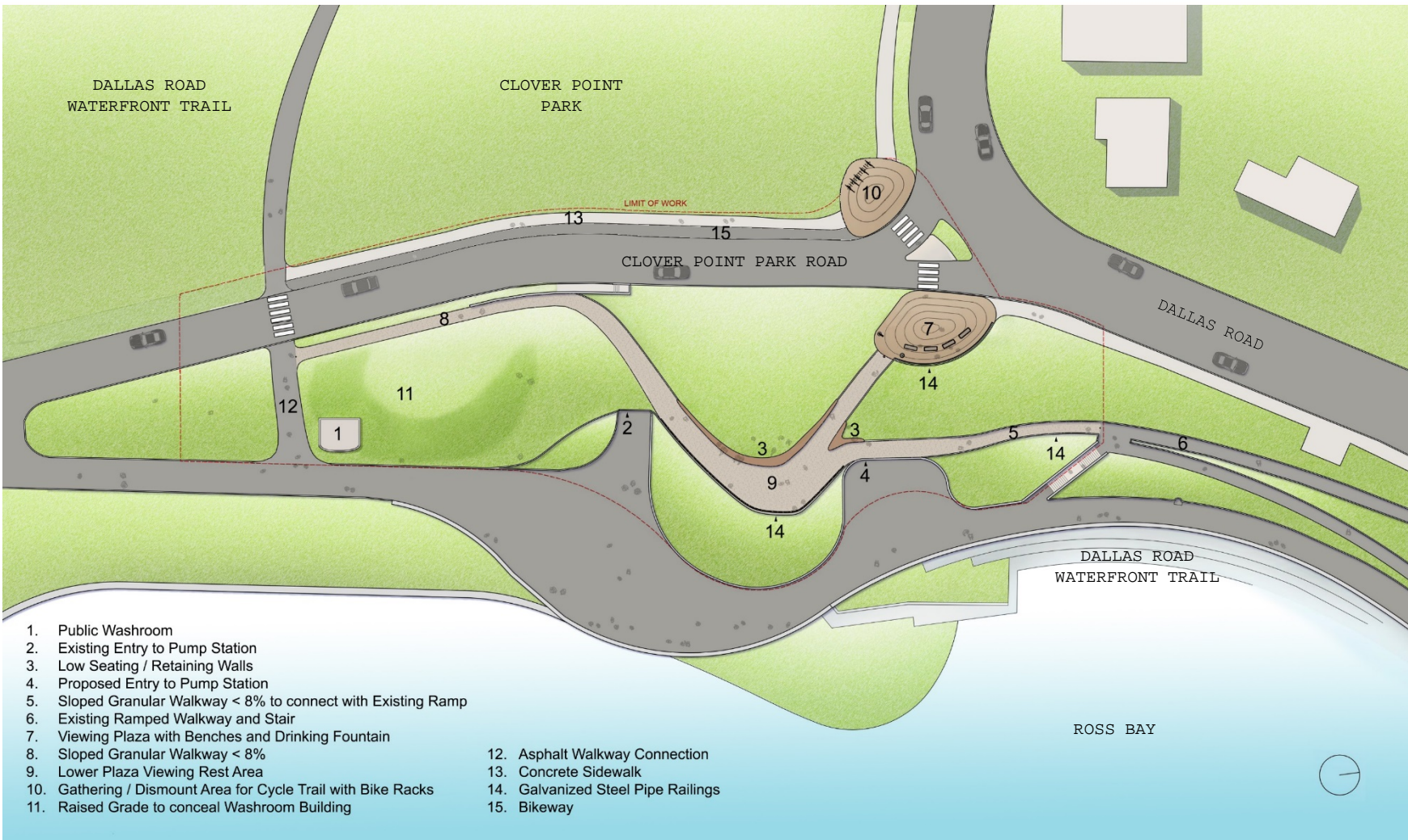
Dave Clancy - Project Director, CRD Wastewater Treatment Project

Bob Evans - Lead Architect, WSP/Kenaidan

Joe Broberg - Senior Project Manager, CH2M Hill

Mitchell Jacobson - Senior Transportation Engineer, Watt Consulting

Stephen Bean - Senior Geotechnical Engineer, Thurber



CLOVER POINT PUMP STATION

FIGURE 1 - CONCEPT PUBLIC REALM PLAN



CLOVER POINT PUMP STATION

FIGURE 2 – VIEW TOWARDS THE SOUTHWEST



CLOVER POINT PUMP STATION

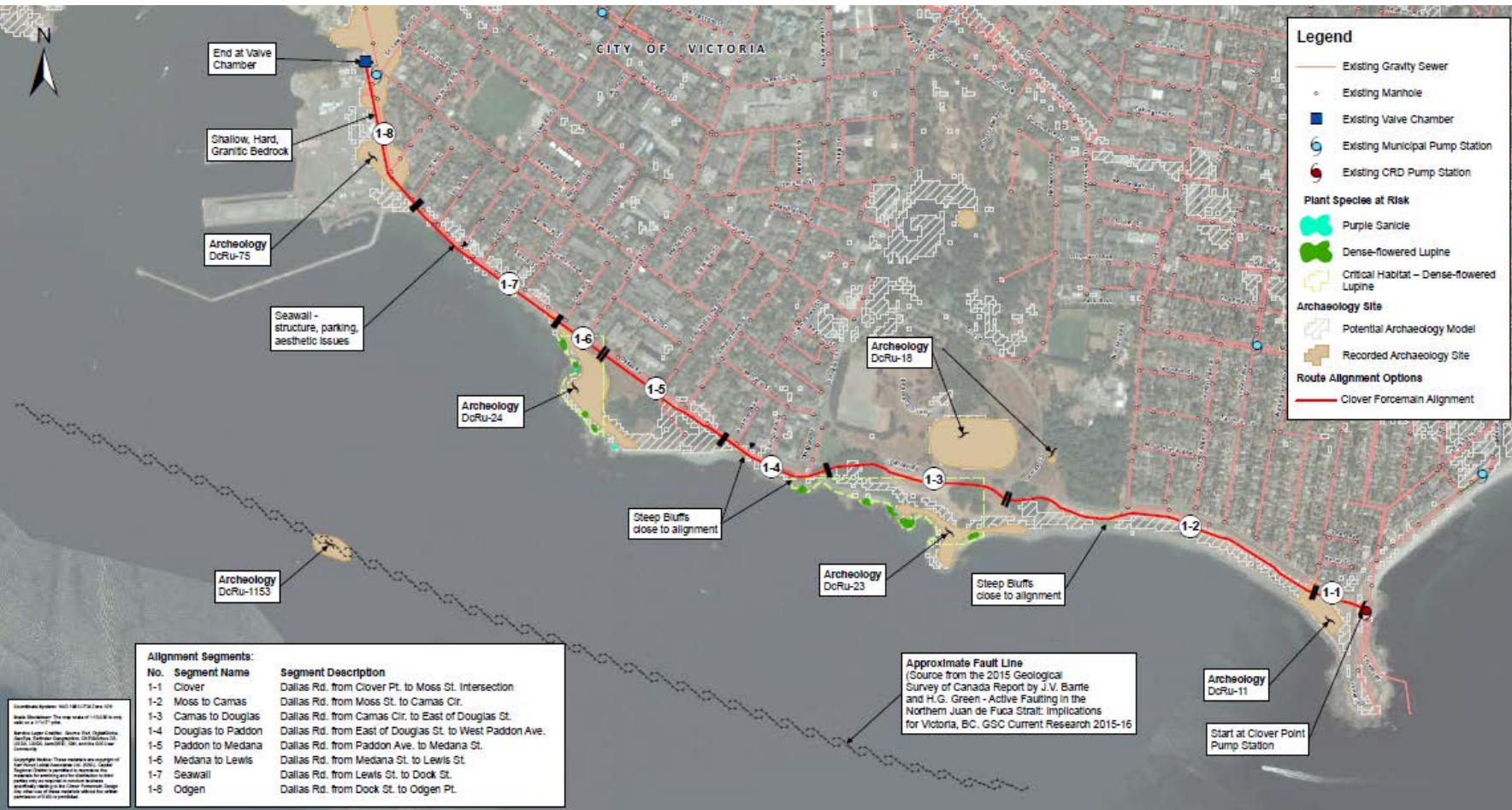
FIGURE 3 – VIEW TOWARDS THE NORTH



CLOVER POINT PUMP STATION

FIGURE 4 – VIEW TOWARDS THE SOUTH

Clover Forcemain: Alignment Overview



Clover Forcemain: Areas of Geotechnical Interest



Cycle Track: Alignment Overview



Cycle Track Criteria

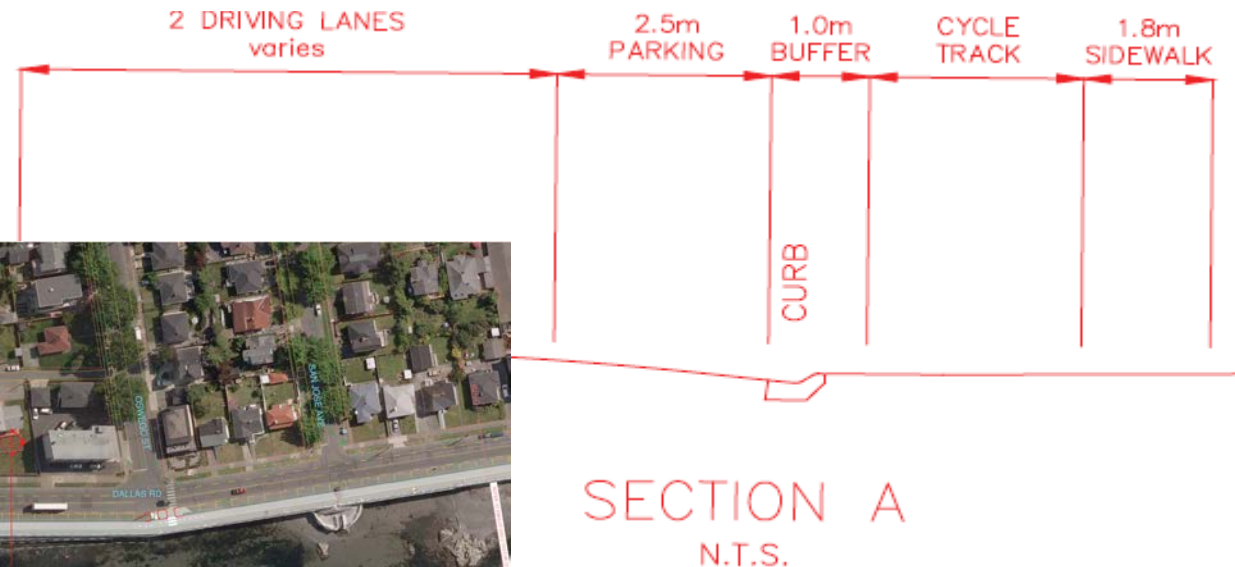
- Cycle track width:
 - 3.0m min
- Buffer width between cycle track and road
 - Desirable min: 1.0m (or 1.5m min. for treed landscaping)
 - Limited width: 0.6m adjacent to moving vehicles, 0.75m adjacent to parked cars
- On-street parking
 - 2.5m is considered a suitable width for a typical parking lane
- Drive lanes with buses
 - 3.3m min (typ.)
- New Sidewalks
 - 1.5 min is typical in Victoria; 1.8m – 2.0m preferred



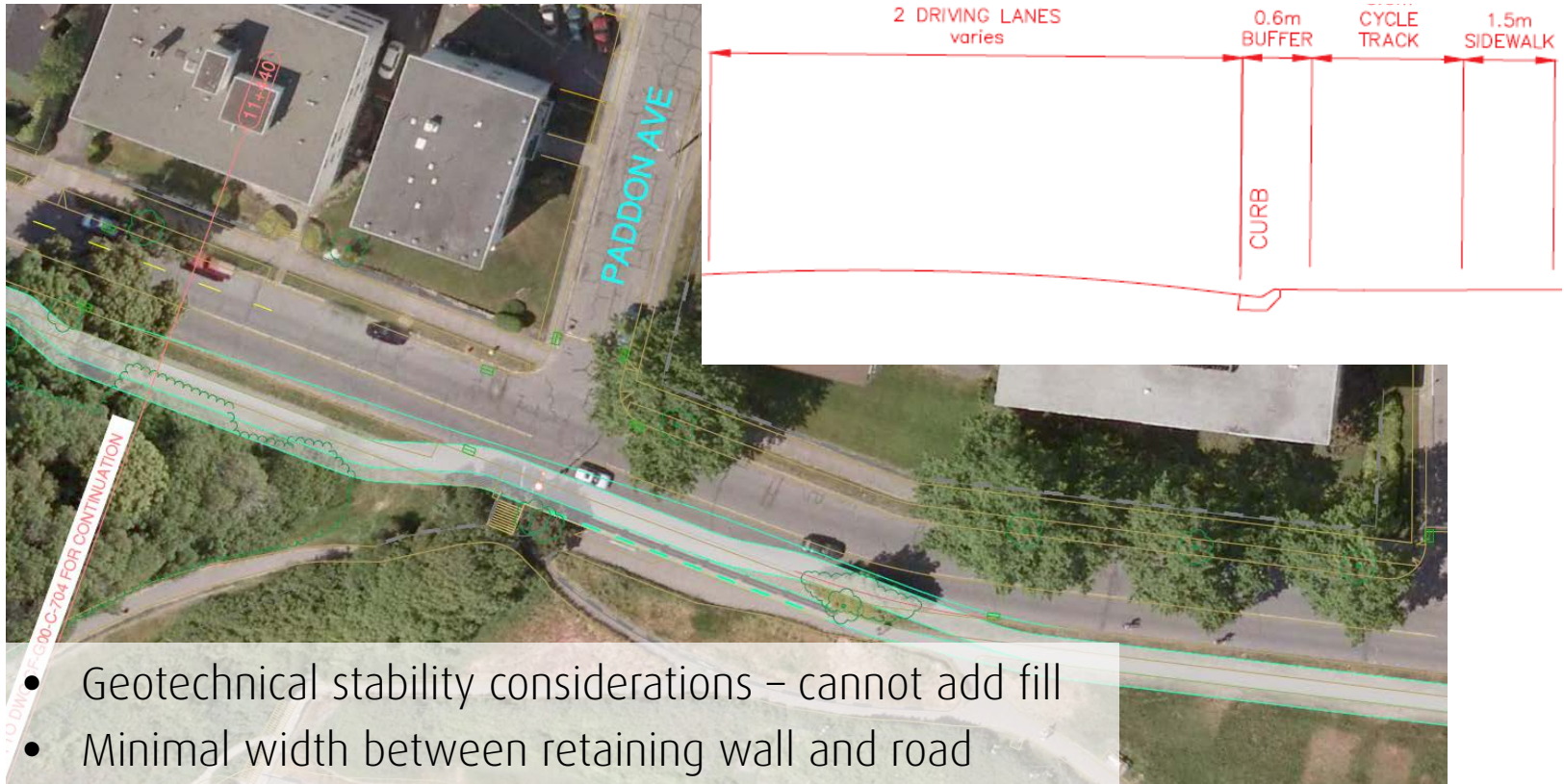
Pandora Cycle Track

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

- Seawall is limit on south side.
- North curb is north side limit.
- **Recommendation:** parallel parking on both sides, allows for accommodation of all other elements (reduction from 120 to 70 stalls on south side).



Cycle Track: Paddon Ave



- Geotechnical stability considerations – cannot add fill
- Minimal width between retaining wall and road
- **Recommendation:** shift cycle track onto road, from Paddon Ave past the south trees at east end of retaining wall. Requires removing north side on-street parking (reduction of 13 stalls)

Cycle Track: Douglas Street

- Geotechnical stability considerations – cannot add fill
- Minimal width between retaining wall and road
- **Recommendation:** shift cycle track slightly onto road. No loss of parking.



Cycle Track: Mile Zero / Beacon Hill Park

- Large mature trees near south curb
- Alignment follows indicative design through bushes to the south



Next Steps

January 2018

- James Bay Neighbourhood Association: Project Team to present the 50% design and alignment of the cycle track and alignment of the Clover Forcemain.
- Fairfield Gonzales Community Association: Project Team to present the 50% design and alignment of the cycle track and alignment of the Clover Forcemain, as well as the design for the exterior of the Clover Point Pump Station building and the public realm improvements.

February 2018

- Project Team to present the 50% design to the City of Victoria Council. This presentation will reflect input received from the community associations in January.

March 2018

- The public realm improvement, cycle track design and alignment, exterior of the Clover Point Pump Station building, and Clover Forcemain alignment is subject to City of Victoria approval in accordance with the criteria set out in the City of Victoria licences.

April 2018

- CRD provides a public engagement plan to City of Victoria's Director of Engineering.