

Clover Pump Station, Conveyance Pipe and Pump Station

Community Engagement and Discussion - Summary Report

February 2014

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1. Overview

In fall 2013, the Seaterra Program launched a community engagement program with the James Bay and Fairfield Gonzales neighbourhoods around the future development of a new, expanded Clover Pump Station and conveyance pipe along Dallas Road as part of the Seaterra Program. The community engagement process aimed to raise the profile of and share information on the proposed facility and the project timeline. The City of Victoria also participated in the community engagement program to provide information on a planned Dallas Road bike path along the route of the conveyance pipe.

Seaterra Program staff initially hand delivered letters residents nearby Clover Pump Station in August 2013 to notify them of the proposed project and upcoming geotechnical preparation work, as well as informing the Fairfield Gonzales Community Association. Seaterra Program staff then met and discussed the project with the two neighbourhood community associations in October 2013. At association meetings, staff presented the history of wastewater infrastructure in Victoria, wastewater requirements today, the proposed work on Clover Pump Station and a tentative project schedule. City of Victoria also provided information on the proposed Dallas Road bike path.

Following direction from the City of Victoria, in November 2013 the Seaterra Program submitted a rezoning application to the City in order to expand the footprint of the Clover Pump Station. In accordance with the rezoning process, the Seaterra Program presented to the Fairfield Gonzales Community Association Land Use Committee (CALUC) meeting in December 2013. A project information sheet was also developed and delivered to James Bay and Fairfield Gonzales residents and an Open House project coordinated in January 2014.

Information and feedback themes were centered on facility design concerns, construction impacts, the bike path along Dallas Road and some general comments on the Seaterra Program. Feedback collected during this process informed the Seaterra Program's rezoning application submitted to the City of Victoria, as well as the Request for Proposal (RFP) process for the development of the facility.

Outreach

Throughout fall 2013, Seaterra Program staff were in contact with members of the James Bay and Fairfield Gonzales Community Associations to share information about the Clover Pump Station and conveyance pipe.

- July 2013 – Staff Report to Victoria Governance and Priorities Committee meeting re: bike path
- August 2013 - Met with adjacent residents/sent letter to Fairfield Gonzales CA re: geotechnical drilling for pump station
- October 2013 – Presentations to Fairfield Gonzales and James Bay Community Associations
- November 2013 – Staff Report to Victoria GPC meeting re: rezoning
- December 2013 – Fairfield Gonzales CALUC meeting
- January 25, 2014 – Seaterra Program Open House
- Jan/Feb 2014 – City of Victoria PLUSC and Council Meetings
- March 2014 – Public Hearing (date to be confirmed)
- Summer/Fall 2014 - Design team will present information to the public at key milestones

Household Mailer

An information sheet on the Clover Pump Station, conveyance pipe and City of Victoria bike path was mailed to all James Bay and Fairfield Gonzales residents (8,700) prior to the Community Open House on January 25, 2014. The sheet detailed the project background, treatment improvements, design criteria for the facility, construction impacts and listed staff and online resources to contact for additional information.

Meetings

Meetings with Community Associations

- Monday, October 7 – Fairfield Gonzales Community Association
- Wednesday, October 9 – James Bay Community Association

Fairfield Gonzales CALUC Meeting

- Monday, December 16 - Fairfield Gonzales Community Association

The CALUC meeting was publicized by:

- Notification email sent via Community Association to 400 members
- Posting to the Fairfield Gonzales Community Association website
- Posting to Seaterra Program website

Community Open House

- Saturday, January 25, 2014 – Sir James Douglas Elementary (Fairfield)

The Community Open House was publicized by:

- Newspaper ad in the Victoria News (January 17/24)
- Posters throughout community
- Notification email sent via Community Association members
- Posting to Seaterra Program website

Clover Projects Timeline

Public Engagement	October 2013 – End of Project
Site Rezoning	December 2013 – March 2014
Retain Design-Build Team.....	December 2013 – May 2014
Detailed Design.....	June – December 2014
Mobilization/Site Prep	October/November 2014
Pump Station Construction	November 2014 – Feb 2016
Conveyance Pipe Construction...	January 2015 – December 2015
Testing and Commissioning	February – March 2016
Final Restoration	Spring 2016

2. Public Consultation

In fall 2013, Seaterra staff coordinated and hosted a Community Open House on the Clover Pump Station, conveyance pipe. Staff also attended and met with local community associations leading up to the Community Open House and presented to the Fairfield Gonzales CALUC.

- Approximately 50 community members attended a Community Open House
- As of February 2, 2014, 15 community members submitted feedback forms

Community Open House

Location	Date	Attendees
Sir James Douglas Elementary - Fairfield	Saturday, January 25	50-60 *36 signed in

Community Meetings and Events

Location	Date	Details
James Bay Community Association	Monday, October 7	Presentation to CA Executive
Fairfield Gonzales Community Association	Wednesday, October 9	Presentation to CA Executive
Fairfield Gonzales Community Association - CALUC	Monday, December 16	Presentation to CALUC and meeting attendees

Feedback Forms Submitted

Submission period January 25, 2014 – February 2, 2014

	Forms
Paper (via Community Open House, email, fax or mail) <ul style="list-style-type: none"> • Fairfield Gonzales – 8 • James Bay - 1 • Victoria - 1 • Saanich - 2 • Esquimalt - 2 • Other - 1 	15

- Community Open House attendance is based on sign sheets, however, not all participants signed in

Methodology

Meetings with Community Associations

Seaterra Program staff presented a PowerPoint presentation outlining the history of wastewater infrastructure in the local area and proposed project. Following the presentation, community members asked questions concerning the project and identified key concerns.

Fairfield Gonzales CALUC Meeting

Seaterra Program staff presented a PowerPoint presentation outlining the history of wastewater infrastructure in the local area, the proposed project and requested rezoning from the City of Victoria. Following the presentation, community members asked questions concerning the project and identified key concerns, which were recorded by the CALUC for submission to the City of Victoria as part of the Seaterra Program's rezoning application.

Community Open House

Nearby residents, community association members, local politicians and members of the broader public attended the Community Open House on January 25, 2014.

Open House materials included presentation boards that outlined:

- The Seaterra Program, conveyance system and Clover Pump Station
- The timeline of the construction of the Clover Projects
- How residents were able to inform the development of the facility RFP
- Pump station design aesthetics and considerations
- The treatment of residual solids at the RRC
- Construction impacts and potential mitigation options, including archaeology
- City of Victoria information on the proposed bike path

Seaterra Program, CRD Planning staff, City of Victoria Transportation planners and project consultants were available to answer questions and guide community members through the poster boards. Attendees were asked to sign in, provided with an Information Sheet and Feedback Form and asked to complete the Feedback Form in-person or following the meeting. Participants were invited to share their thoughts by posting Post-It notes to the presentation boards, speaking with staff and via the feedback forms distributed to each attendee. A mailed Information Sheet was also delivered to all residences in James Bay and Fairfield Gonzales in communities prior to the Community Open House with similar information to what was presented on the display boards.

Website – www.seaterraprogram.ca

Information sheets, display boards and feedback forms presented at the Community Open House were posted online at www.seaterraprogram.ca.

Feedback Form

The Feedback Form asked community members to share their feedback to inform Clover Projects planning and the RFP process.

See attached Feedback Form

All questions provided space for additional comments. Feedback Forms were accepted between January 25, 2014 and February 2, 2014. Forms could be submitted in-person at the Community Open House, dropped off at, mailed to, or faxed to the Seaterra Program Office; and emailed to seaterra@crd.bc.ca.

3. Summary of Feedback

Community members were able to share the feedback and comments on the proposed Clover Projects at the initial community association meetings, CALUC meeting and Community Open House. A range of opinions and ideas about the development of the Clover Pump Station, conveyance pipe and bike path were raised in discussion, in question/answer periods, noted on display boards and recorded in feedback forms are listed below.

The notes from the initial community association meetings helped to inform the rezoning proposal submitted to the City of Victoria and the project outline presented to residents at the CALUC meeting and Open House. Information gathered at the CALUC meeting and Community Open House will be used to inform the development of the RFP for the project.

The notes from the initial community meetings, as well as the CALUC meeting and a comprehensive table of feedback from the Open House and feedback forms are included at the end of this report.

Feedback and Questions about the Clover Projects

- Need a clear understanding of the scope of site improvements
- Project timelines and when construction will occur
- Facility Planning criteria concerns about noise, odour, aesthetic and park improvements and green design
- Concern about increased concrete and paved surfaces in Clover Park with the installation of the plaza and bike path
- Support for green roof technology, landscaping
- Concern about construction impacts including safety, noise, environment and traffic management
- Construction contractors should be monitored for adherence to CRD protocols (hours of work, mud/dust management)
- Parking issues along Dallas Road and at Clover Point Park

General comments about RRC siting and the Seaterra Program

- Concern that overall Seaterra Program is not needed, or not the correct technology/approach
- General comments about approach to and planning of Seaterra Program

**Feedback themes are not listed in a specific order or weight.*

4. Next Steps

Seaterra Program staff have compiled and reviewed community input into the facility planning and development of the RFP process. This input and information will be considered by staff as they define the RFP for the facility, as well as the Seaterra Commission when it reviews the RFP documents. Feedback around the City of Victoria bike path will be shared with City staff.

Appendix A – Community Association Meeting Notes

Draft notes that capture the questions and answers as accurately as possible.

Fairfield Community Association Meeting Notes Oct 7, 2013

Will the existing pump station continue when the new one is built? Yes

Total length – 3.2km for conveyance pipe.

So you would reduce angle parking and put in parallel parking. Possibly in this section.

You must be aware of the horrendous traffic during cruise ship season. And including the carriage horses. I think it will be like a battle field. Parallel parking would be safer, but it would choke out traffic. Does it narrow the road at all? No, not at all.

Have you done a traffic demand management study? We haven't.

It provides opportunities to put bike path separate and away from current pedestrian walk.

Do you have a sense of numbers of pedestrians during peak times? We do have some. We have MV traffic and pedestrian traffic. I'm curious about pedestrian numbers. Sometimes its so busy you can hardly walk. The width of the sidewalk would be retained if not widened. There are currently sidewalks on both sides of Dallas Rd. Likely keep both and just add the bike path.

It's probable we can build this out without impacting any significant trees. Removing brush and helping with some of the social problems that occur because of the brush.

There are a couple of choke points that we want to really take a look at.

It will be constructed in about a year and a bit.

Who owns the land? The City of Victoria.

I walk thru that area quite often and on rare occasions I do have an odour from the existing plant and it sweeps down towards the graveyard. Why is it there sometimes, and if the plant is enlarging to a second one, does that mean it will be any odour?

We're not adding any dumping capacity to the pump stations.

Odours - we have technology to treat them.

When the odour does come out it might be when they have to open the doors, but there is odour controlling equipment.

I was under the impression that with the new system this outfall wouldn't be used anymore once the new big facility is built. Correct, it will be pumped from here to the new facility and the outfall at McLoughlin Point.

Will the Fairfield district be tapping into the pipe? Yes, nothing will change for the Fairfield flow into the system.

Will there be any Hydro lines going in for any lighting for pathways and when it gets dark. While you have it open. Definitely might be able to put the conduit in at this time.

I was thinking of the telephone poles that are currently on the other side of the road. Is there a possibility the telephone polls to be taken out while the hole is being dug. Between Cook and Clover point. There are minimum requirements between power facilities and sewage pipelines, so that might be an issue getting it all in the same trench.

Began to look at the City map of the proposed bike path routing...
How do you integrate facilities so that you are easily transitioning from Beacon Park or Dallas Rd.

Pam Madoff – what I want to look at is where it comes into James Bay, so it could come up onto the road.

James Bay Community Association
Clover Point – Mtg Notes
Oct 9, 2013

The sewage system that is in now that you say is old and outdated.... Just for information, back then were there sewage systems that were around that could've lasted longer than 40 years? was that selected when there could've been others?

Back then, most electrical systems were designed to last for 25 years. The equipment could be updated and refreshed and the building itself was not designed for seismic codes.

Is there any plans to dismantle the plant? No it will be used as a back up station during wet weather flows.

Theoretically, 50 yeas down the line, when a new septic system is needed...the one that is being developed now will as well not be dismantled? We are designing to last well beyond that so there is space in the building.

Seems to me there is a lot of parking that will be lost as a result of the this plan. People that go to Ogden Point or the café, it could affect their businesses. Yes, that is a potential consequence. The parallel parking would reduce about 1/3, but there is an opportunity to increase parking further up the road. That is something that could be considered. Generally, there is a lot of parking that is often not taken advantage of during the year.

I live in Dallas Rd. on Dock St.

Are you going to put in any public washrooms at Clover Point? That is something we are currently discussing with the City. We are in a position to provide the servicing for that, but it will be up to the public wants and the City. Well, it would be nice to have it.

I don't agree with you about the parking. Cruise ship season and a sunny day there is nowhere to park. Traffic from the cruise ships is very high. Will Kabuki cabs be able to use the cycle path. I hope you would make a requirement for them.

Same thing about the horse and carriage? There is nothing in the plans for the horse and carriage.

If you are going to be narrowing the road, then ban the horses. The width of the existing road will not be affected. There is no impact to the capacity of the roadway.

The other thing is construction during the cruise ship season. I would hope something would be done to accommodate the residents of James Bay to get in and out of James Bay. You can't go through Beacon Hill Park anymore, so it's a huge traffic jam to get out. The only real way to get out is thru Superior. There is a traffic light that has an advance left during certain hours. I would recommend you make that a permanent advance green so you can get out of James Bay.

I would like to point out the Clover Point is part of park space, so it's extremely important in my opinion that green space is protected and not reduced in any way. Those are definitely things to consider when putting this in. We are thinking it will be about 3 metres. We could put that in existing parking area, but we are able to put in the green space. We also think we can do this without having to get rid of any significant trees. Would get rid of brush. For safety reasons.

Are there other projects being discussed in the future for Clover Point. The pump station will be completely underground and the service can be restored to what it is there today and there is an opportunity to improve access to the seawalk and to Clover Point in general. There are no future projects that I'm aware of for Clover Point.

The existing road is wide enough to provide for a bicycle path without encroaching on the green space. Isn't that the case? Parts of it are and others are not, we would have to take into account the white lines that would separate. We want to accommodate the 8 to 80 people in range.

Would this not be an opportunity to provide some leeway there for people that don't want to be part of it. Is this going to be part of a leebribe to get other people to pay into their taxes.

Where is it going to cross? Where does the purple line go? North of the anglers? It's in the GVHA property. The red part is all on the grass side of Dallas Rd. Correct? It could use part of the grass or it could use part of Dallas Rd., there are opportunities to go on either side. It is just proposed.

I'm a bit concerned about angle parking disappearing. It takes a lot more time for people to parallel park than just angle parking. It takes more time, which might upset travelling public more. I don't know if less parking will be better or not. It's used by residents, that's people that live in the City of Victoria that park there. They use it to walk and go other places. It's nice in it's active use by residents instead of tourist busses or tourists.

Are you proposing narrowing the sidewalk? The reason we've chosen to get rid of angle is to keep the pedestrian walkway the same.

We have mobility scooters. I think you will find they will be using it. The other walkway is tricky for scooters or wheelchairs, so I would hope that someone would be looking at existing pathways and make sure the other one is good for walking.

Doug: At one time you had a committee to look to recreational opportunities in the green space. Is that going to be reinstated. We expect that will be something we can discuss. Particularly the interface between dogs and bikes as we move out into design fold.

We're hoping to start in the fall/winter of next year and it will take a year and a half to complete.

We are working with the city and GVHA to schedule segments of the work to minimize and avoid those peak times. So don't have specifics on sections yet, but those will be developed.

When you look at the impacts to GVHA and marathon, don't forget the people that live here.

I want to echo Marg's concern about parking. It seems to me on weekends, the parking is used for people to watch the cruise ships. It won't be very comfortable to turn your heads.

I was driving on Dallas towards Clover Point and there was a huge bunch of kids having an outing with kids and it was solid with cars and parents getting their kids opening their cars, running down the slope. What will adding bicycles do to something like that? Are you considering this?

I just like to say that I can't disagree more. I am completely against this. I'm surprised that ARREST isn't here. They're not going to let you do this.

Do you remember the crosswalk thru and getting downlighting. What you didn't say is what you didn't. You took three residential parking spaces away between Dock and Pilot. Anyhow you didn't say you were going to do it. I phoned and said don't do it. You said you wouldn't do it. This parking thing is a very bad and wrong idea. You are going to change the whole thing for a bike path?

I don't know if you've seen the cyclists...the Ryder Hesjedal's road warriors and they take up the whole road and you get six salutes when they won't you let them go. The bike path won't be used at all. If the artists renderings are anything like that then you

Clover Point is a protected sanctuary for divers. Ogden Point any time of day, people are using it for scuba gear. You will scare them away.

The pipeline shouldn't be on land, it should be in the water. You will save so much inconvenience to the people. Your engineers need to come up with plan b and plan c. Go right around the breakwater to where you think it's going to go. No way that should be on land.

You said there was a timeline that raw sewage was pumped into the ocean, it's not raw sewage. Raw sewage continues to go into the ocean. It's raw sewage, just smaller raw.

The amount of outfall that goes into where it goes, is equal to one drop in a 20L bucket and tide will flow in three ways, but the MLA from Oak Bay can tell ya.

The pipeline is wrong. Have you people thought about doing it in any other route that have come up. Has it always been land based? Why has it always been land based. Primarily because we need to have access. There's such things as divers. If you do it right it probably won't break, unless there's an earthquake, but you can fix it.

We've talked about cycling, pedestrians, parkings etc. Have you done any studies on peak volumes to get to the proposal you've got to this point. Yes, we've done some studies that shows us there's about 50 peaks/hour for cyclists, there are peak times for cars/parking. Pedestrian volumes we don't have as many. We do know they can be busy. As part of the project, we'll probably be out there counting parking during different parts of the way.

Encourage you during the public consultation part of the project to bring that hard data numbers to the discussion;

What we have here is the sewer line, but making a community amenity, but it seems to me that you are making something positive out of something that could be seen as negative by some people.

If you lose some parking on that, all you need to do is convince some of GVHA to give up some of their parking.

One question about cyclists, would they be required to use the bike path? Also, if I want to use the bike path and then go up one of the streets? How will the crossings be considered. No, you don't have to ride on a bike path. Motor Vehicle Act doesn't require you to. In terms of side streets, we may have to deal with that, there are some crosswalks, but if they are more comfortable they could enter into traffic. Cyclists can dismount at a few areas.

I think it's an excellent idea and I think it's long overdue. I think it improves the safety situation. I never use Dallas Rd. during cruise ship traffic. It also has hints of a green approach and I think the City has lost some of that.

Appendix B – CALUC Meeting Notes – CALUC committee

MINUTES OF MEETING
Planning and Zoning Committee
Fairfield Gonzales Community Association
December 16, 2013

Members of FGCA Planning and Zoning Committee:

George Zador (chair), Jim Masterton, Chris Schmidt, Bill Rimmer and Paul Brown

Subject Property:

1122-1124 Leonard Street; to permit the strata titling of an existing duplex
Presenter: Michael Cronquist

Proponent will repair roof and stucco siding, redo stoop, windows and masonry; establish parking in the front yard

4 attendees

Attendee Questions & Comments:

- Two neighbours with adjacent properties expressed support for the proposal and indicated other neighbours also support it.
- Other neighbour in close proximity also expressed support
- General consensus was the poor condition of the property needed attention and were pleased proponent is proposing to fix it up
- One neighbour questioned whether a masonry wall would undergo strengthening aka seismic upgrading. The proponent indicated that would depend on his contractor's assessment of the condition of the wall

Subject Property:

1303 Dallas Rd. – Clover Point Pump Station. The existing pump station is to be expanded as part of the overall CRD wastewater handling proposal, and requires a change to its present zoning of R1B, permitted non-conforming.
Presenter: Malcolm Cowley

Estimate 90 attendees, 80% from the community and 20% from outside the community

Owing to the large turnout and anticipated broad range of questions regarding the CRD wastewater treatment project, attendees were reminded to direct their questions only to the specifics of the rezoning proposal.

It was most helpful to hear the announcement from the presenter that arrangements were made for an Open House on Jan. 25, 2014 as a step in further public engagement about the wastewater handling program, where all other questions will be entertained.

Attendee Questions & Comments:

- Expression by many that this is another example of poor community engagement by CRD and not in step with CRD stated public engagement standards; aka only 16 notices to residents were sent out.
- Neighbours in close proximity expressed concerns regarding noise, odour, diesel exhaust and traffic safety (pedestrians, cyclists and vehicles). Suggestions that some safety measures need to be addressed during and post construction. How will noise and odour be mitigated? Might some form of traffic calming be considered such as a crosswalk? How is noise measured? Will things be better or worse regarding noise and odour?
- Questions as to why no public engagement before seeking rezoning
- Questions as to why rezoning application submitted to city prior to this CALUC meeting...proponent indicated they were told to do so by City
- What steps have been taken to consult with first nations.....both Songhees and Esquimalt First Nations have been consulted with
- Questions regarding what would be impact if City refuses to rezone property. Is there a plan B? Is the City really willing not to proceed with the rezoning or is this just a process that needs to be followed and rezoning is a given? No answer available from presenter, it will be up to the City.
- When complete, what is the increased flow? Proponent stated there will be a small increase and this will be mitigated by local government efforts to reduce infiltration of storm water into sanitary sewers.
- Will electric power requirements for pumps increase and could power lines be put underground?
- What environmentally friendly steps be taken to reduce electrical power requirements and could other methods to power the pumps be considered? Proponent indicated only practical source of power is electricity; however they are pursuing environmentally initiatives such as green roofing.
- What is the total cost? Answer: budget is \$20 million for the pumping station
- A great deal of questions and discussion regarding the trenching along Dallas Road and extension of pipe across entrance to harbor to the McCauley Point Treatment Plant. These questions were out-of-scope for the rezoning of the pumping station at Clover Point, however people expressed frustration there has not been a public forum to discuss such. Issues included impact on parking, erosion of slopes, whether piping could be put off-shore, pipe maintenance, barriers between cycle path and dog off-leash area....
- Question regarding attention to impact of potential tsunami considered in design...answer, yes it is being accounted for in the design.
- Question as to why upgrading of pumping station is necessary if no increase in flow projected. Answer, existing equipment is old, new equipment will not fit existing structure and must pump sewage much further (McCauley Point) than existing pumps (outfall). Designed for the next 75 years.
- Questions regarding actual size of pumping station and setbacks and difficulty in providing comment without these specifications. Proponent stated these were still

being determined and indicated present proposal shows maximum size of pumping station (actual could be less) and that setback will be about 8 meters from high water.

- Comments regarding difficulty in providing meaningful input on pumping station in isolation, without consideration of impacts all along Dallas Road waterfront
- Comment that parking should not be impacted
- Comment that parking should be eliminated at Clover Point and revert to only parkland
- Comment that future CRD-Seatterra public engagement meetings should be held in the same format as this meeting, with on the spot question – answer opportunity
- Question as to when this will go to council
- Question as to why Amendment 8 does not speak to expansion or upgrading of pumping station. Proponent stated Amendment states remove of grit and ability to handle 3X average flow.

George Zador

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Appendix C – CALUC Meeting Notes – Seaterra Program staff

Draft notes that capture the questions and answers as accurately as possible.

Clover Pump Station

Fairfield Gonzales Community Association - CALUC Meeting

December 16, 2013

Meeting Notes

Attendees

- 75-100 people in attendance
- 75% from Fairfield/Gonzales
- 25% from outside of the community

City of Victoria Councillors in attendance:

- Pam Madoff
- Lisa Helps
- Chris Coleman

Intro from the CALUC Chair, George:

- Overview of CALUC rezoning process
- CALUC acts as neutral facilitator, takes no sides
- "Here to see how the rezoning application fits within the environment."
- Announced January 25 Open House to discuss broader projects/plan

Seaterra Presentation

- History of Clover Pump Station, zoning information, site views/plans, timeline, bike path
- Additional comments – size of pump station (existing and new will be 600m²)
- Will stairs on wall going down to beach be adjusted? Yes, will need to be adjusted
- Flyers will be delivered to residents in James Bay/Fairfield for January 25 meeting

Key Themes/Questions

- Why is there a need to upgrade/expand the station
- Increase in noise
- Increase in odour
- Traffic and pedestrian safety during, but mainly after construction
- Questions about conveyance pipe system and volumes to Clover Pump Station
- What happens to the existing station?
- Concern about the rezoning process and how public input will be used
- Pipe maintenance
- Bike path route and impact on parking/trees
- Consultation on construction in park and bike path in park
- Focus on broader discussion of project/Seaterra Program at January 25 meeting

Action Items/Commitments

- Make presentation available on Seaterra website
- Add Malcolm's contact info to back of pump station information sheet
- Update rendering image (without alcove) on front page of info sheet

- Break down of budget for pump station for January 25 meeting
- Timeline for construction (including Trent ECI)
- Bike path/pipe alignment route options for Jan 25 (considering parking and trees)

Questions/Answers

1. Will the new station provide for future population growth?
 - Existing station has three pumps
 - New station will have space for four pumps, but only three installed
 - Fourth pump will be installed to accommodate future growth (past 2035)
2. What will happen to the existing station once the new station is built?
 - The station will be kept operational
 - Will be used during extreme weather days (3x average DWF)
 - Any spillover from pumping to McLoughlin will spill over to existing pump station and be pumped out the existing Clover outfall
 - The overflow will be reduced from efforts to reduce infiltration by Oak Bay/Victoria in the next 15-20 years
 - Existing outfall will be maintained for use in extreme weather events.
3. You're not a planner – what are your qualifications?
 - Malcolm is a professional engineer
4. What are you upgrading and why are you expanding the pump station?
 - Upgrades to electrical systems at existing station
 - Expanding to larger station to include screening and grit removal, which requires more space. Enhanced treatment facilities required due to new federal/provincial regulations.
 - All of the new pumps and grit removal/screening cannot occur in the footprint of the existing station. Need existing station to stay operating for backup.
 - The largest footprint has been proposed in the zoning application (worst case scenario), this may not be the end size of the facility (depending on the design process)
5. How will you reduce the visual impact above ground, noise and odour?
 - Negative air pressure will be used in the venting system to draw odours in through an activated carbon scrubbers/filter
 - Occasional odours may escape due to the opening of the wet well door and/or the carbon filters needing to be replaced
6. What about the volume of trucks that service the pump station? Will this increase/decrease?
 - Trucks currently visit the station on Monday/Friday (twice a week)
 - This will likely increase, as both the screens and grit removal will need to be changed.
 - Increase to three-four times a week.

- Trucks use a dumpster roll-off bin style truck – not that big
7. When will construction occur?
 - Construction on the pump station will start winter 2014 or early January 2015
 8. Odour issues from ventilation grates
 - Ventilation grates will face the ocean on the side of the facility walls, top ventilation grate is for the generator, so there should not be any odour from this grate
 - A carbon unit will be installed on the side ventilation grates, due to the larger size of the station, the grate will be larger and also have a large carbon air scrubber unit.
 - Carbon unit lasts for at least two years
 9. Will noise increase?
 - There is a hum produced by the pumps and generator
 - Requirements in RFP will be for a sound consultation to measure noise outside facility for continuous 48 hour period that will simulate 'regular operating noise.'
 - Design will not be able to exceed this measurement limit
 - Will measure when pumps are in use (they are usually in continuous use)
 - Not much confidence in CRD, as current state has noise and odour at 3am
 10. What about the existing sewer infrastructure leading to Clover Pump Station? Will it be upgraded?
 - Regular upgrades are made to this infrastructure
 - In 2008 the Trent Forcemain was upgraded (Trent –Lawndale –Richardson-St.Charles)
 - Once Clover Pump Station is complete, the Trent ECI will be upgraded
 11. Traffic and Pedestrian Safety (dangerous corner on Dallas Road)
 - Efforts to make this corner safer during and after construction
 - During – Contractor Traffic Management Plan
 - After – need to discuss with City
 12. Communication about the CALUC meeting was lacking and not up to CRD consultation practices
 - Communication was not balanced and objective or timely and accessible
 - "Will you commit to accessible info?"
 - Response that we followed City's and CALUCs process for notifying residences. January 25 meeting will have broader communications.
 13. Has the CRD already submitted the rezoning application?

- Yes, submitted on November 14, as authorized by City Council
 - Met with CAs earlier in fall to discuss application
 - Concern that public engagement is following the submission of the application, not before
 - CALUC assurance that all feedback will be passed on to Council for consideration
14. Have you consulted local First Nations?
- Yes, have been in discussion and are developing a burial procedure and protocol with the City
15. Who owns the land that is being rezoned? Lease says its DND land that needs to remain as park.
- DND lease signed in 1913 (or so), with the City (99 year lease)
 - 1988 lease changed for portion south of Dallas Road, to allow for pump station
 - Title of the land will stay with the City, just applying for rezoning of site to allow for use
16. What happens if the application is refused by the community?
- City has discretion to accept/reject the application
 - The existing use of the operational pump station will remain
 - Presumptuous rezoning Clover when McLoughin Point is not yet rezoned
 - If plans are changed in the rezoning process, then the revised application will come back to the CALUC (bubble plan)
 - Final plans will be shown to the public at public hearing
 - Could ask the Ministry of Environment to step in. The expansion of Clover Pump Station is included in the approved LWMP.
 - TCAC told that pump station would be upgraded, not expanded – the approved LWMP Amendment No.8. Amendment confirms that Clover Pump Station must handle flows of up to 3X ADWF and include new grit removal facilities.
17. Will there be in an increase in sewage flow to the Pump Station, especially with the new ECI?
- No extra sewage through Clover Pump Station
 - Only coming to station from existing catchment area
 - Will be better able to handle peak flows without overflows
 - Oak Bay/Uplands are working on separating their sanitary and stormwater systems
 - Two separate pipes for sanitary and stormwater, infrastructure will be replaced over time
18. The design does not look aesthetically pleasing (industrial) – how can this be improved?
- Architect on RFP design teams can look at options

19. What type of power will be used at the pump station and how will it be provided?
 - Existing power from power lines along Point Street, but are an eyesore and worry about high level of current
 - No new power lines will be added, but lines may be upgraded for additional current
 - Potential to put underground?

20. What will be the setbacks for the building?
 - There will be setbacks required, but in discussion with the City planners at the moment
 - Site-specific rezoning, so there is no designated setback (underground building and waterfront)
 - From the high watermark there will need to be a 8-12m setback, but perhaps no setback from property line for the portion of the building that will be underground

21. Could the power source for the facility be generated from the sewage?
 - Power will be electric (power lines or generator)
 - Natural gas is available, but pumps run on electricity
 - Can reuse water for washing screens
 - This is a pump station, not a treatment plant, not like Dockside Green
 - Cost of upgrades and expansion will be \$20M

22. What about erosion from the construction of trench along Dallas Road?
 - There will be drain pipe at the bottom of the trench to prevent erosion
 - Bike path will be located 5m south of Dallas Road curb, not on the cliff
 - Pedestrian pathway will be operational during construction

23. Why not put the pipe in the ocean?
 - Would need DFO/MOE approval
 - Need access to the pipe for maintenance and underwater is hard to access
 - Concern about wave action on pipe (structure safety)
 - The current route is what is included in the approved LWMP
 - Harbour Crossing to Ogden Point will be in bedrock underneath the floor bottom

24. TCAC – Why were the plans for Clover Pump Station not shown to the TCAC?
 - Cannot speak to that, as was not involved in the TCAC?

25. What happens to the parking bays along Dallas Road near Clover Point?
 - Various options being looked at for the pipe route
 - City Engineer – parking could stay angled, with path/pipe around parking, pipe could go under parking and path around, or parking changed to parallel and path/pipe beside

- Number of parking stalls could be reduced depending on route/path
26. Consideration of tsunami
- Has been considered and will be included in the design considerations in RFP
27. How will mature trees along Dallas Road be impacted by bike path?
- Working with City to determine route, will have potential route for January 25 meeting
 - Aiming not to remove any trees
28. Pipe maintenance
- There will be man hatches that will be accessible for cleaning
 - Revert to existing pipe when doing maintenance
 - Marine crossing pipe will use a pig that will be pushed by sewage and clean the pipe
29. What about dog/cyclist interaction on the bike path
- Concern about separation between cyclists and dogs on bike path
30. What will be the format of the meeting on January 25? Would prefer presentation/debate format, not the 'divide and conquer' approach of display boards.
- No comment – TBD
31. Rezoning process
- Concern about considering pump station rezoning in isolation from digging in Beacon Hill Park and larger project
 - Will be considered/discussed at January 25 Open House
32. What about the Victoria Harbour Crossing? Is on the seabed or below the seabed?
- Will be installed 10metres below the seabed in bedrock
 - Proposed to be two pipes (one for maintenance and one for flow)
 - Laying on seabed not considered due to anchoring issues with cruise ships, etc.
 - Asking for cost comparison
33. When will this application go before Council?
- Do not know when in 2014. Will need input from CALUC process and direction from City staff.
34. Cost breakdown of project?
- Will be able to provide at January 25 meeting
35. Concern about level of consultation for bike path in a major City of Victoria park
- Answer from Councillor Madoff – equal to or greater consultation for previous park park projects, Council has not seen many of the plans shown here today,

Council felt community should have first chance to review plans, will be able to discuss what the bike path should look like and where it should be located

- Councillor Madoff – this has not been approved yet, it is under consideration

36. Who is paying for this amenity (the bike path?)

- The CRD is paying for it and for any First Nations reburial

37. Questions about this rezoning process versus Cook St process

- Councillor Madoff – only an issue from in Cook Street, not applicable to have petition support from neighbours

38. This is an opportunity for residents of Fairfield

- Consider the true park use of Clover Point
- Could we remove the driveway on the Point?

39. Will Clover Point be closed for two years (no public access)

- Asked by Clover Point Anglers Association (Tom Viadae) prior to meeting

Appendix D – Community Open House Feedback

Display Boards – Post-It Notes

Design Considerations

- Use the best technology available. What is correct for 20-30yr from now? Proactive!

Construction Impact Mitigation

- Ensure regular road cleaning of construction mud
- Ensure garbage containment
- Please, no Saturday work
- Contractors need to be monitored, re: noise, hours, disruptions – no exceptions!
- Vibration – I live at 1350 Dallas Road and can feel the current system come on
- Train staff to be polite to frustrated neighbours
- Don't leave keys in vehicles
- Flag person to direct traffic jam resulting from construction equipment?
- Respect construction hours. Equipment turned on after 07:00.

Potential Park Improvements

- By removing this parking area (arrow pointing to entrance of Clover Park), you are encourage people to drive down to CP to park – negative
- Where is staging area for construction?

Community Input and Information

- Please put lighting on bike path/LED like Bow River
- What is the plan for waste piped up to Hartland?
- Would the money be better spent on source control and infrastructure upgrades?
- What if Esquimalt does not approve the McLoughlin Site? Are we putting the cart before the horse? Seems like the full design should be complete before construction gets started?
- We were told at the Fairfield meeting that the costs of the Dallas trench and the submarine tunnel would be made public at this meeting. They are not.

Feedback Forms

What additional information about the Clover Projects would be helpful for you to receive?	
	Clear understanding of what's going under the site improvements. Helps understand what is planned on surface.
	Better cost projections, most of your material does not provide any information on costs associated with the upgrade or overall sewage project.
	That the CRD Plan is being scrapped in favour of the RITE Plan
	I'd like to hear the news that the rezoning application has been declined.
	The CRD annual monitoring reports of the existing system - showing no problems - should have been on display today. Years of reports that we tax payers financed! Why did you leave them out?
	I am interested in any 'green' projects associated with this project.
	Stop a Bad Plan
	Cost projections and whether budget is being met or exceeded. Schedule of when work is actually being implemented.
	What will happen if the basic plan is changed? What if there is a delay in overall implementation? (don't tell me about the million \$ a day/week/month)
	Parking on Dallas Road
Facility Planning Criteria	<i>Number of responses and comments</i>
Noise	4 – Noise and Vibration, Design appears to mitigate
Odour Control	4 – Should mitigate these concerns
Security	1
Aesthetics and Park Improvements	7- Concrete in parks is not 'improvement,' blending the building into the landscape should alleviate critics
Green Design Elements	8 – Are bikes considered greener than birds? More green roof, less paving
Other:	Limit increased parking in communities adjacent
	1) Tertiary treatment 2) Decentralized 3) Odour control 4) Noise 5) Aesthetics and park improvements 6) Security 7) Green design elements
	Scrapping it and implementing the RITE Plan
	Trucking and cement = Global warming emissions
	Parking
Additional comments:	Consideration should be given to correcting the more pressing issue of marine contamination via storm drain discharges. The existing sewage treatment system is in accordance with the findings of a British Royal Commission, the US National Research Council and the World Health Organization. The WHO refers to

	the marine treatment process as 'auto-purification' which is what Victoria's current system is doing.
	Why bother with Clover Point when McLoughlin has not been rezoned.
	McLoughlin Point remains unavailable. Without it, there is no point in making any other rezoning plans.
	The beautiful old park trees along the oceanfront curbside must not be sacrificed to a bicycle path. Beacon Hill Park is a sacred treasure to Victoria and it's tourists.
	I would like to contribute in some way to the restoration portion of the project. No sure how yet. I am student (old one) at UVic in the restoration Certificate Program.
	Stop a Bad Plan
	Investigate newer technology to treat to a tertiary level.
	Close mindedness of the project manager. Publish results of these forms on your web site, preferably in graph form, and in other media.
Construction Impacts	<i>Number of responses and comments</i>
Archaeology	3 – The pipeline will pass through 3.5km of archaeology remains, Work might need to be suspended if native artifacts are unearthed
Safety	5 – Make sure keys are out of equipment everyday! Students love crossing fences. Disruption noise will be a feature of Dallas Road waterfront for several years.
Noise	3 – Should only be a temporary concern
Environment	6 – Land-based systems have greater net environmental impact than the current marine-based system, overall goal seems to improve
Maintain access to Clover Point Park	4 – Maintain access to Clover Point Park, keeping pedestrian path and adding cycle path is best option, maintain access to Clover Point
Notification of activities and communication	2 – Timely, up-to-date as soon as planned
Traffic management	4 – Hours, disruption of park property for no valid reason
Other:	Dust/mud management, clean streets, dust mitigation in air
	1) Safety 2) Archaeology 3) Noise 4) Notification of activities and communication 5) Traffic management
Additional comments:	Victoria needs tertiary treatment of STORM DRAINS to correct the heavy metals that initiated this whole project. None of the infrastructure being built will be of any use when the next step is mandated. Excavation into the clastic deposits is as much responsible for the heavy metals as automobile/industrial sources.
	Ensure construction hours are rigidly maintained this includes equipment start-up and moving vehicles - back up bells irritate sleeping residents.
	No federal or provincial environmental assessment of the project has been done. Expert opinion that such assessment would show that the current marine-based system to be causing less environmental degradation than the proposed project. It is inappropriate that the project has not been assessed.
	Sewage treatment for Victoria is a low environmental priority.

	The bike path is not necessary. What is necessary is a citywide bicycle network of safe lanes, such as Amsterdam has.
	Stop a Bad Plan
	Extending cycling path to Ogden Point provides route with good waterfront views, consideration should be made to extend path further into James Bay to connect with proposed Harbourfront path.
	This 'open house' is less effective than a proper meeting where everyone can hear what others are saying and can hear replies too.
5. Additional questions/concerns	
	The bike path will become an urban transportation corridor no matter how much planners try to sell this as a family-oriented facility.
	Excellent presentation - good staff, knowledgeable. Concerned at # of RITE people at Open House driving own agenda on false or limited information.
	In a region that is regularly voted one of the most desirable to live in, that national geographic divers declare has the most pristine marine waters in North America, that the CRD's own databases and staff reveal has an excellent sewage treatment system that already meets the objectives of the federal wastewater regulations, why is this project even being permitted to proceed?
	Clover Point should be a park. By removing the parking from above Clover Point you just encourage people to drive/speed down the road and park at the Point. The walkways/bike path above Clover Point along Dallas Road are one idea, but a much higher priority should be enhancements for CP - the only high profile area of BHP that doesn't have a pedestrian walkway.
	For the estimated costs for this project and the sewage project overall, why not go to tertiary treatment. Our communities are growing and we will need to move to tertiary before we have finished paying for this project. Why build twice when a lower costs tertiary system already exists?
	The whole project is unjustified, unnecessary, and ineffective. This is an enormous waste of taxpayer's money.
	The project is, according to Public Health Officers and 10 marine scientists (US and Canadian), the CRD (already has preliminary sewage treatment) that meets the federal objectives and is low-risk. The fed. Government assessments defaulted to 'high-risk' without measuring individual systems.
	Please feel free to contact me when you approach the 'green' design portion - the green roof looks like an interesting project. I will look into pursuing this as a course project plan at UVic. Just an idea at the moment.
	Should complete source control (storm drains) before planning a sewage system. Victoria and Oak Bay dragging their heels on this.
	Good luck!

Appendix E – Feedback Form



Community Open House Feedback Form

Thank you for attending a community open house on the Clover Projects. Seatterra Program staff are committed to ensuring that residents and businesses are informed about the Clover Pump Station and conveyance pipe project. Seatterra Program staff will share any feedback concerning the Dallas Road bike path with the City of Victoria.

For more information about the Clover Projects, visit the Seatterra Program website at www.seatterraprogram.ca.

1. Please indicate where you live.

- Fairfield Gonzales - Victoria
- James Bay - Victoria
- Other Victoria neighbourhood _____
- Other CRD municipality _____

2. What additional information about the Clover Projects would be helpful for you to receive?

3. Help us identify key concerns and issues to be addressed in the facility planning process.

Facility Planning Criteria

Please note any additional criteria that should be considered in planning the Clover Projects.

Considerations

Noise
Odour control
Security
Aesthetics and park improvements
Green design elements
Other:
Other:

Additional comments:

4. Construction Impacts

Please note any other considerations about the construction of the Clover Projects.

Considerations

Archaeology
Safety
Noise
Environment
Maintain access to Clover Point Park
Notification of activities and communication
Traffic management
Other:
Other:
Other:

Additional comments:

5. Do you have additional questions or concerns about the Clover Projects? If so, please let us know what they are:

To receive the Seaterra Program e-newsletter, please provide the following information:

Name: _____

Email: _____

Thank you for your input.

If you have further questions or comments please contact:

Kristin Quayle

Communications Coordinator, Seaterra Program

kquayle@crd.bc.ca 250-360-3623

Please return this feedback form before February 2, 2014

Mail or drop-off completed forms to:

Seaterra Program office at 510-1675 Douglas Street Victoria, BC V8W 2G5.

Email forms to seaterra@crd.bc.ca

Fax forms to 250-360-3071

February 2014

Freedom of Information

Personal information contained on this form is collected under the authority of the *Local Government Act* and is subject to the *Freedom of Information and Protection of Privacy Act*. The personal information will be

Appendix F – Comments on City of Victoria Dallas Road Bike Path Boards

Comments on City of Victoria Dallas Road Bike Path Boards

Seatterra Clover Point Projects Community Open House -January 25, 2014

Parking

- Retain the angled parking along Dallas Road.
- Changing the parking on Dallas to parallel parking will remove a large number of parking spots. Where will everyone park? Obviously, on the side streets. Moss, Howe, Wellington, etc. Not good if you live on those streets.
- We can afford to lose parking (from angle to parallel); Dallas parking is seldom full.
- Optimize parking along Dallas (angle?), especially for visitors. Keep amenity traffic out of neighbourhoods when parking.
- Concerned about reduction of parking near the breakwater (which is increasingly popular).
- Keep angled parking on Dallas to accommodate all the cars that use the area.
- Will the loss of angle parking result in less parking overall? If so, by how much?

Lighting

- How about some LED lighting along the bike path? Very dark down there.
- Low height lighting for cyclists
- There are no lights between Cook St. and Douglas St. for a reason. Lighting is unnecessary.

Dog Off-Leash

- With a bike path, how is this compatible with an off-leash dog park?
- Fence off the bike path. Please keep the off-leash dog park.
- Dogs, People, Bikes??

Natural Areas/Trees

- 3m x 2 ½ km covered with pavement or concrete = more “green” space lost.
- In areas where bird habitat (small bushes) will be taken out, is there a budget for replanting?
- How about the big park trees along the ocean boulevard? Must be retained!!

General Bike Path

- More separation and boulevard space the better.
- Bike path should connect to front of pump station and seawall path. A line painted on path to separate pedestrians from bikes.
- Consider where roller-bladers will be accommodated. Speed is a good criterium for locale: bike vs. walking.
- Path great for younger kids. Maybe consider occasional bike play structures? (see Alpine Bike Parks)

Other

- Perforated pipe should be installed at bottom of pipe trench to mitigate different erosion problems that might be caused by the trench.
- Speed limit reduction from 50 to 30 km/hr; very busy and congested area with fast moving vehicles.

- This bike path is only for a short distance, hardly worth accepting this whole awkward, expensive plan, which sends polluted water back to the ocean. This really needs a better plan.