



STAFF REPORT

Title: Capital Project Update - Lakeshore Drive Infrastructure Improvements

Meeting Date: May 19, 2020

Executive Summary:

The Lakeshore Drive Infrastructure Improvement Project was initiated in 2019 to improve the deteriorating underground utilities, road surface conditions, and slope along the lake side. Another key component of the project is to establish and extend the Lakeshore Drive corridor as a continuation between the existing architectural and landscape themes at Kinosoo Beach to the Cold Lake Marina. The understanding is that all three areas (Beach, Marina and Lakeshore Drive) together would not only provide an attraction to the local community but can also be developed into a tourism destination attracting people from outside the region.

The intent of this staff report is to update the Corporate Priorities Committee of Council on the progress of the Lakeshore Drive Infrastructure Improvement Project through a presentation and to seek feedback on the themes incorporated into the project.

Background:

In the 2019 Capital Budget, City Council approved \$500,000 to complete detailed design for the Lakeshore Drive Infrastructure Improvements Project. The complete project is estimated at \$10 to \$13 million. Through a request for proposal process, Stantec Consulting was selected as the Engineering Consultant.

The project can be broadly classified into three main components:

1. Slope stability on the lake side;
2. Infrastructure improvements – roads, underground pipes, drainage improvements; and
3. Landscape Architectural enhancement to develop the corridor as a linear parkway connecting Kinosoo Beach and Cold Lake Marina.

An extensive geotechnical investigation was completed in the fall of 2019. The geotechnical report recommended that a retaining wall is required at the toe of the slope to establish proper slope stabilization.

An online public survey on the project was also conducted from September 10 - 26, 2019. The survey was well received with 400 respondents. The results of the survey are attached to this report.



A design workshop was arranged with Council on October 16, 2019 to garner Council's feedback at the early stage of the project. At the workshop, preliminary design options and development themes along with survey results were presented.

With the requirement of the retaining wall, two options were evaluated as possible approaches for the final detailed design. The first approach is to keep the retaining wall height at the toe of the slope to the minimum required height of about three (3) meters at the highest point and creating a slope from the road/sidewalk edge to the top of the retaining wall. The walkway or promenade can be either at the bottom (on top or beside the retaining wall) or at the top beside the road. This approach did not provide any usable green space.

The second approach (recommended) is to extend the retaining wall height (beyond the minimum 3 meters) to about the road height to gain additional functional and usable green space (on average 12 to 15 meters wide) between the road and the retaining wall. Although this option is at a higher cost, it will provide a very robust linear parkway that will transform the whole area into a leisure destination for both locals and tourist.

A presentation will be provided at the meeting showing casing the design approach discussed above along with other architectural and landscape features incorporated into the project.

Alternatives:

For discussion and feedback.

Recommended Action:

That the Corporate Priorities Committee of Council accept the report as information.

Budget Implications (Yes or No):

Yes

Submitted by:

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