

Calgary



BEND IN THE BOW

Harvie Passage Facility Enhancement Plan

OPPORTUNITIES & CONSTRAINTS
WORKSHOP SUMMARY

AUGUST 2022





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Workshop Summary

The Opportunities and Constraints Workshop was aimed to gather feedback from the Harvie Passage Task Force Group. The questions asked during this engagement focused on 15 topics. The topics for discussion were grouped into relevant themes – this is also reflected in the organizing framework of this document. Each topic was at a different stage in their process – some topics outlined proposed changes for feedback, others presented an issue for discussion, while others were presented for informational purposes only.

MEETING DETAILS

When: 1:00pm -2:00pm - June 28th, 2022
11:00pm -12:00pm - July 28th, 2022

Where: Virtual Teams Meeting

Public: A. Robertson-More, Catriona Le May Doan, Chris Stanley, Peter Crowe-Swords, Devon LeClair, ICA Calgary Environment, Mike Holroyd, Mark Taylor, Jessica Thorburn, Alex Ramadan, Amber Lapshinoff.

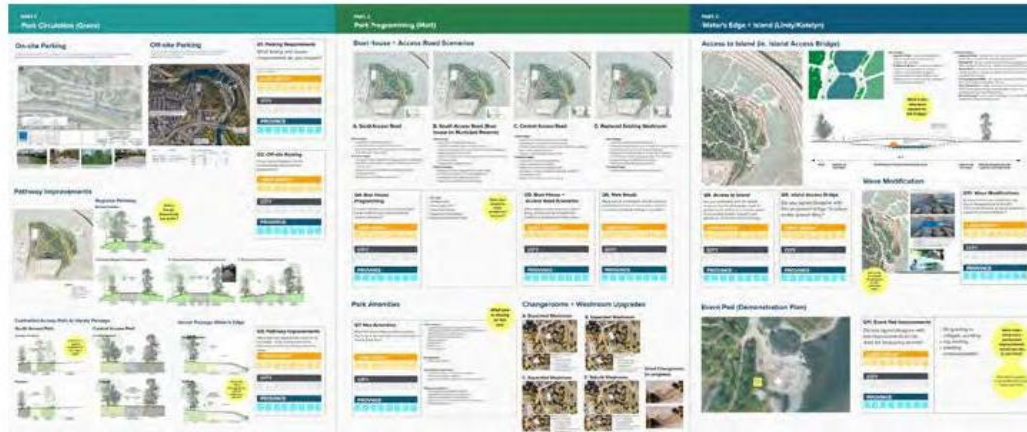
Consultant Team: O2 Planning & Design, the landscape architecture team

City of Calgary: Carolyn Bowen, Iain Bushell, Christy Caswell, Sandra Davis, Robert Dickinson, Steve Dongworth, Jennifer Duggan, Frank Frigo, Carolyn Ganes, Amy Gawley, Shawn Howery, Heather Johnson, Mary Jane Kenny, Andrew King, Pamela McHugh, Ron Neff, Noni Wright, Narayan Pokhrel, Kyle Ripley, Hayley Saunders, Catherine Stotschek, Susan Wall, Claire McLean, Anna Blaxley.

Province: David Ardell, Rick Friedl, Clayton Weiss, Mustafa Hashimi.



HARVIE PASSAGE FEP | WORKSHOP SUMMARY



WORKSHOP TOOLS

MURAL Board

The MURAL board was open from June 28th-August 2nd, accessed through the link provided to all Task Force members. Participants could choose to answer the topics/questions they were most interested in and did not need to provide a response to each one. There were over 250 responses.

KEY TAKEAWAYS

The following section is a summary of key findings from the Opportunities and Constraints Workshop meeting with the Harvie Passage Task Force Members. These key messages emerge from the feedback and were the items deemed important by most participants.

ENGAGEMENT TOPICS:

- Park Circulation:**
- On-site Parking
- Off-site Parking
- Pathway Improvements

- Park Programming:**
- Boat House and Controlled Access Path
- Boat House Programming
- New Roads
- Park Amenities
- Changerooms and Washroom Upgrades

- Water's Edge and Island:**
- Access to the Divide Island
- Island Access Bridge
- Wave Modifications



PARK CIRCULATION

ON-SITE PARKING



The majority of participants support the idea increased parking spaces through formalizing parking spaces. The conceptual layout accommodates 116 more vehicles and exceeds demand observed during warm weather Spring weekends. Some brought up the need for accommodating oversized vehicles for trucks, trailers, for river users and during events.

What timing and space requirements do you require?

USER GROUP

- » River Staff (day parking)
- » River Users (typically 2-4 hours), high evening use and weekends

CITY/PROVINCE

- » 30 designated stalls for Bow Habitat Station (Tuesday-Saturday)

IDEAS:

- » Improve traffic flow and access out of adjacent developments
- » Consider the effectiveness of the roundabout intersection
- » Consider traffic flow for oversized vehicles (eg. trucks and trailers), including angled parking and sufficient space for turnaround
- » Dedicated parking for river staff and users (10-20 stalls) by the potential Boat House to promote ease of access for river users by car, bike, and transit
- » Consider gravel staging areas close to pathways and river areas for events

CONSIDERATIONS:

- » Check with any conflict between lease areas
- » Any disturbance to existing vegetation would be vetted Urban Conservation
- » Parking and general access to the park may be impeded by Province's Deerfoot Trail improvements
- » Address the overflow parking within the community during peak seasons

TENSIONS + NEXT STEPS:

Environmental impacts of additional vehicle traffic within the park is a concern. Further exploration on adding parking stalls within the park (eg. by the Boat House) should be vetted by Urban Conservation.

OFF-SITE PARKING

Do you agree/disagree with the recommended off-site parking opportunities?

- » General support for increased parking stalls provided all land owner representatives are in agreement

There was general support for the potential off-site parking included formalizing the on-street parking along the south side of 17 Ave SE (east of the railway crossing), and potential expansion to the pump track lot south of 17 Ave if required.

CONSIDERATIONS:

- » It was noted by the City that there would not be access to the dog park lot due to the land being used for the Deerfoot Trail project. An alternate location for off-site parking should be explored.
- » Consideration for how the Green Line LRT and its proximate location to Pearce Estate Park at Ramsay/Inglewood could potentially alleviate increasing traffic and parking needs.
- » Consideration for a shuttle bus service to Pearce Estate Park to alleviate parking needs.

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PARK CIRCULATION

PATHWAY IMPROVEMENTS



There was general consensus on mitigating conflict between vehicles, cyclists, pedestrians, and users carrying watercrafts. However, varying opinions on the required improvements ranged from minor interventions (maintaining pathway as is with slow down sections) to splitting the pathways to separate pedestrian and cyclist paths.

Which pathway improvement scenario do you prefer?

USER GROUP

- » Maintain as is with slow down areas
- » Modal Split (pedestrian vs. cyclist)

CITY

- » Separate pathways preferred

PROVINCE

- » Scenario A - Modal split with signage preferred
- » Separating cyclist from pedestrians and users carrying watercrafts

IDEAS:

- » Maintain existing shared-use path: Provide slow down zones at key safety conflict areas at cross-traffic intersection areas
- » Scenario A - Widened Regional Pathway with modal split
- » Scenario B - Widened Regional Pathway with grass pavers (no comments)
- » Scenario C - Split Cyclist and Pedestrian Paths

CONSIDERATIONS:

- » Confirm alignment of the regional pathway and widths west of Pearce Estate Park around Inglewood Grove.
- » Increased pathway areas may not resolve pathway issues as dismounting is hard to enforce.

NEXT STEPS:

The project team will explore 2 approaches: 1) a minimal intervention where the path stays as is with painted pathway markings 2) assessing areas where a mix of widened path and modal split would be suitable.

CONTROLLED ACCESS PATH TO HARVIE PASSAGE

Is granular vs. asphalt preferred for the access path?

The proposed controlled access path would be to accommodate easier access to Harvie Passage. The path would provide a more direct connection for pedestrians carrying watercraft as well as controlled access for approved vehicles during mornings and evenings. There was no preference for asphalt versus granular surface treatment, but mitigating disturbance to existing vegetation was a key factor. Different path alignments are discussed later on.

HARVIE PASSAGE WATER'S EDGE

Should the Harvie Passage gravel path be pedestrian priority?

Whether the gravel path at Harvie Passage should be pedestrian priority was not deemed as a priority. Signage at key cross-traffic intersections could indicate "slow down" zones during peak times. During off-peak seasons, cyclists are observed to go slow in this area.

PARK PROGRAMMING

**BOAT HOUSE +
CONTROLLED ACCESS
PATH SCENARIOS**

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COMMENTS

The discussion covered a wide range of viewpoints on the four suggested locations for the Boat House, and did not result in definitive direction. There were a mix of opinions if there should even be a Boat House. Support for the Boat House stems from leveraging the use of Harvie Passage for better river use education, aquatic safety, and promotion of economic opportunities. At the same time, others feel it is unfair to build an amenity for a limited user group, while taking away more natural green space.



SCENARIO A. SOUTH ACCESS PATH

- » Most preferred by User Groups as it is in the most ideal and intuitive location for river use programming
- » City/Province



**SCENARIO B. SOUTH ACCESS PATH
(BOAT HOUSE ON MUNICIPAL RESERVE)**

- » Preferred by User Groups and City (recreation) due to proximity to Harvie Passage
- » Identify what would be required under Public Lands Act for encroachment into the Municipal Reserve



SCENARIO C. CENTRAL ACCESS PATH

- » Location of boathouse too disruptive and vehicular path impedes adjacent park programming



SCENARIO D. REPLACED EXISTING WASHROOM

- » Most preferred to preserve the park's natural setting and distance from the floodway
- » Least preferred by River User Groups due to distance to Harvie Passage

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PARK PROGRAMMING

Which design scenario do you prefer?

USER GROUP

- » Scenario A - most preferred
- » Scenario B - preferred
- » Scenario C - location of access path not preferred
- » Scenario D - strong advises against proposed location due to difficulty programming for river uses

CITY/PROVINCE

- » Scenario D - most preferred to minimize disturbance to existing vegetation
- » Scenario A&B - most preferred from recreation and event programming standpoint
- » Scenario A & C - least preferred from environmental standpoint

CONSIDERATIONS:

- » Consider the value of keeping existing natural conditions
- » Consider ease of use and maintenance from events and river programming perspective
- » Understanding the servicing costs for utilities and new access path to a new building (sewer, electrical, etc.)
- » More spread out amenities is easier to program than one consolidated building to achieve diversity of programming
- » Minimizing disturbance to wildlife habitat and existing trees
- » Relocation of playground would require accessibility considerations (eg. sited close to pathways)
- » Refer to the original intent of Harvie Passage

💡 TENSIONS + NEXT STEPS:

There are completely diverging opinions about whether a proposed Boat House/multi-use building is appropriate within the park. Some user groups feel that the building would be an inclusive amenity with washrooms, concession, storage, and meeting spaces. There are also varied opinions on the location, as some feel that proximity to the river is crucial to adequately program for river uses, while some feel that the Boat House would not necessarily need to be sited by the river. The project team will refine these four scenarios to get a more accurate understanding in terms of cost and construction feasibility.

BOAT HOUSE PROGRAMMING + NEW AMENITIES

In what way(s) do you see a multi-use/boat house facility being of direct benefit to various user groups?

IDEAS:

- » **User Groups:** Meeting space, storage, commercial space, parking stalls, community hub, public washrooms and concessions (food/rentals), education/meeting spaces, change rooms with hot showers (April-October), offices
- » **City:** Parks office/crew depot, food service/rentals, performance stage, Indigenous Community Programming, Education and Cultural events, revenue generating events, nominal leases and seasonal storage, models like river cafe, commercial businesses that support river activities, recreational programming, vendor options
- » **Province:** Outdoor classroom, nature education, preservation of as much natural environment as possible

CONSIDERATIONS:

- » Accessibility considerations, and ensuring the Boat House would be inclusive and serve the wider public, not to specific users
- » Ensure the Boat House building would minimize impacts to natural areas and create healthy riparian buffer zones and wetland protection
- » Manage expectations on which amenity enhancements would be implementable and within cost expectations



PARK PROGRAMMING

NEW ROADS / PATHS



Many people expressed the need to minimize disturbance to the natural environment as much as possible, particularly due to rise in tree removal for river projects. At the same time, the proposed road along the south fence would create the least user conflict and separate vehicular use from pedestrians.

Would you be comfortable with the removal of trees for the access path if an enhanced replanting strategy is provided?

IDEAS:

- » **User Group:** Yes, the new road is least disruptive to other park users (along the southern fence line)
- » **City:** Minimize removal if at all possible given the struggle to grow trees and achieve tree canopy goals
- » **Province:** Protection of existing natural assets is crucial; replanting elsewhere could help offset impacts

CONSIDERATIONS:

- » Coordinate with already proposed path re-alignments

 TENSIONS + NEXT STEPS:

Impact to existing tree canopy and vegetation is the primary limiting factor to the proposed new path. The project team will further assess the amount of trees impacted for the desired path alignment by user groups to gain better understanding of the ecological impact and cost implications.

CHANGEROOM AND WASHROOM UPGRADES

This topic was presented for information only, however, participants could provide comments if desired. Recognizing that the existing washroom is at the end of life cycle, the most desired option is the most cost effective. The combined change room was deemed as ineffective for river use and programming. Preferred locations for change rooms remain at the parking lot and proximate to the river (potentially within the proposed Boat House).

 NEXT STEPS:

Project team to explore the most cost effective approach for washroom upgrades.

WATER'S EDGE + ISLAND

ACCESS TO ISLAND

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COMMENTS

Access to the Divide Island is a complex topic with numerous viewpoints to consider. While there were many differing opinions shared, the majority of participants expressed a desire to avoid pedestrian access for safety and environmental concerns or limit access in some way – whether through fencing or messaging or signage.

Are you comfortable with the idea of access to the Harvie Passage island for greater public access or would you prefer to see access limited to specific user groups (ie. whitewater rescue training)?



USER GROUP

- » Yes - with designated pathways and areas for public use and appropriate advisory signage
- » No - the island was established for wildlife and flood mitigation work

CITY

- » Yes - with carefully planning for flood resiliency, safety control, and provincial and other authority approvals
- » No - the Divide Island was heavily invested for the rehabilitation of habitat and vegetation; CPS enforcement and lack of access for Fire Department/EMS will be problematic

PROVINCE

- » No - existing safety plan in place which defines the Divide Island as a high risk factor for public safety.
- » No - extensive investment into restoring vegetation/sensitive river ecosystem to risk impact from public access

IDEAS:

- » Opportunity to have pathways and designated areas for public access
- » Potential for recreational uses (eg. disc golf, concerts, spectator seating) and helps to spread out public uses (for picnicking, gathering, etc.)
- » Safety features (eg. collapsible fencing, signage) would be required to protect restoration areas and block access to the high water channel
- » Access to island improves access for emergency services

CONSIDERATIONS:

- » Overall public safety plan needed for Harvie Passage
- » Fencing and bridge infrastructure will catch debris, posing a flood hazard
- » Calgary Fire Department boat: 2.5m dry, and 2.2m in the water
- » Province is liable for public safety and any risks associated with island use (eg. damage to bridge from flooding/ bridge impacts to water hydraulics)
- » The Divide Island designed for habitat compensation/environmental restoration, human disturbance would create detrimental impacts to the extensive investment made into re-vegetation

TENSIONS + NEXT STEPS:

The project team will have further discussions with the Province on the present Public Safety Plan for Harvie Passage, and define what safety parameters is allowable for access or if public access to the island is not permissible.

WATER'S EDGE + ISLAND

ISLAND ACCESS BRIDGE



Similar to the Access to Island discussion, there is diverging opinions on the bridge structure. Public safety came up within several different topic discussions. The most frequently suggested next step is to define the safety parameters permissible by the Province before exploring the bridge option further.

Do you agree/disagree with the proposed bridge structure to the island? Why?

USER GROUP

- » Agree - can be designed to accommodate flood events
- » Disagree - will lead to undesirable activity
- » Disagree - will be a debris collection point during large floods

CITY

- » Agree - potential for programming
- » Agree - opportunity for viewing
- » Disagree - many challenges including control of access

PROVINCE

- » Disagree - human impact to be avoided to protect sensitive vegetation
- » Disagree - Divide Island identified as high risk for public safety
- » Disagree - in-water structures has a robust public safety plan

IDEAS:

- » Bridge precedents: Left: bridge that swings off base in the event of flood (Cascade, Idaho) Right: raised wooden bridge (Teesside, England)



- » Revisit Harvie Passage's Public safety Plan and examine safety parameters for potential new structures

CONSIDERATIONS:

- » Confirm alignment of the regional pathway and widths west of Pearce Estate Park around Inglewood Grove
- » Increased pathway areas may not resolve pathway issues as dismantling is hard to enforce
- » Reference Canadian Dam Association's Public Safety Risks Assessment Around Dams Guidelines

🔦 NEXT STEPS:

Similar to the Island Access discussion, the project team will meet with the Province to define the safety parameters before exploring further bridge options.

WATER'S EDGE + ISLAND

WAVE MODIFICATIONS

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COMMENTS

The proposed wave modification at Drop 6 could provide an adjustable wave to accommodate a broad variety of river users. This addition would not impact fish passage, can be lowered to replicate existing conditions as required, and allow for the safe passage of all watercraft types.

Do you see the wave modification at Harvie Passage being of benefit? If not, what are some concerns around the proposed wave modification?



Image from Overview of Harvie Passage low water channel adjustable wave concept, Alberta River Surfing Association and Alberta Whitewater Association, March 7 2022

USER GROUP

- » Yes - benefits all river user groups, improves tourism/economic impact
- » No - overcrowding, maintenance liability, and inclusivity

CITY

- » No - creates conflict between users with increased capacity
- » TBD - pending cost benefit analysis

PROVINCE

- » TBD - more detail required

IDEAS:

- » Co-management between the City/Province/CRUA to manage the wave

CONSIDERATIONS:

- » Responsibility for management, maintenance, repairs, and accountability for injuries. This is outside of Government of Alberta's scope for Harvie Passage
- » Ensure no conflicts between river users
- » Wave modification must guarantee unobstructed access along the full length of the white water channel
- » Avoid impact on fish passage

NEXT STEPS:

The project team will follow up with CRUA to assess in more detail.

EVENT PAD

26
COMMENTS

Do you agree/disagree with the improvements in this area for temporary events? (eg. re-grading to mitigate ponding, log seating, planting enhancements)

IDEAS:

- » Food truck parking, short-term parking for access ramp, lights on post for evening use, boat launch staging area, hands-on activities for school groups, power for speakers, flood-proof bathrooms, regular bench seating
- » Portable racks for boards/kayaks within a nearby storage location
- » Flat areas facilitating warm up and cool down would be useful
- » A pole to attach a camera for overall site safety and security

CONSIDERATIONS:

- » Light pollution causing disturbance for wildlife/fish habitat
- » A maintenance plan required (eg. Bookings for the event pad)
- » Negative impacts to the natural environment with increased use

NEXT STEPS:

- » Determine environmental regulations and allowances for food trucks
- » Ensure access for egress for CFD, EMT, Bylaw, etc.

