

## Meeting Notes

**Meeting Subject / No.:** Stakeholder Workshop #1 – Internal Stakeholders (morning session)

**Date of Meeting:** August 20, 2014 **Location:** Municipal Building, Floor 9, Pacific Ave (Mun09-G64-20)

**Meeting Facilitator:** O2 Planning + Design Inc.

**Project Name:** West Eau Claire Park + Public Realm Plan

**Attendees:**

O2 Planning + Design
City of Calgary - Centre City
City of Calgary – Planning, Development and Assessment
City of Calgary – Customer Service & Communications
City of Calgary – Corporate Properties & Buildings
City of Calgary – Calgary Parking Authority
City of Calgary – Transportation Planning
Calgary Fire Department – Tech Services
Calgary Police Service
City of Calgary – Ward 8 Councillor
City of Calgary – Parks
City of Calgary – Community & Neighbourhood Services
City of Calgary – Public Art Program
City of Calgary - Ward 7 Office

Topic		Notes
1	Emergency Access Boat Launch	<ul style="list-style-type: none"> <li>• Security gate would be required and located at road entrance (not needed at ramp)</li> <li>• Need to balance pedestrian access with emergency response requirements</li> </ul>

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		<ul style="list-style-type: none"> <li>• 6m wide access required with ability to withstand approximately 85,000 lbs load (Calgary Fire Department – Technical Services could provide more detailed information on specific requirements)</li> <li>• Currently acts as a public node (views to Peace Bridge, people bike and sit, dipping your feet in the water, informal public boat launch)</li> <li>• Boat launch operators do not want vehicle access (do not want an associated parking lot)</li> <li>• If this becomes a major public node, there will be issues when an emergency ensues and public needs to be moved to access river</li> <li>• Observation platforms adjacent to boat launch could offer views of Peace Bridge and allow users to overlook when emergency response is using the boat launch</li> <li>• General emergency access use along pathway system</li> <li>• Maintenance of boat launch should be considered</li> <li>• Keeping/making it attractive so it blends in with adjacent use yet retains full functionality</li> </ul>
2	Helipad	<ul style="list-style-type: none"> <li>• S.T.A.R.S. is the primary user group along with private use</li> <li>• Helipad is crown land and under federal regulation</li> <li>• Who maintains Helipad landscape?</li> <li>• Helipad is going to stay – safety requirements need to be respected (site elements within the helipad flight zone cannot be tall (refer to standards))</li> </ul>
3	Contextual Relationships	<ul style="list-style-type: none"> <li>• Consideration as a link between East Village and West Village</li> <li>• Scope extension and consideration of river frontage between 10<sup>th</sup> and 14<sup>th</sup> Street (as this would connect to West Village)</li> <li>• West Eau Claire is a regional park attraction, commuter route and local park. Balancing these needs will be quintessential to the success of the park.</li> <li>• Peace Bride is a tourist landmark and draws visitors from Calgary and beyond to the park</li> <li>• The Concord development is a large private usage, threshold between public and private will need to be considered. Most likely blocked off to public use.</li> <li>• 8<sup>th</sup> Street Corridor Study has already considered the extension of 8<sup>th</sup> Street to the riverfront. Their investigation and corridor design should be considered when designing the interface between the two projects. Balance is important between both projects.</li> <li>• 8<sup>th</sup> Street Corridor Study has proposed a monolith at the terminus near the river. This is part of a set, matching the terminus of the corridor at 17<sup>th</sup> Avenue. The monolith design is quite dramatic. The design should be reviewed to keep the intent, but with a better integration with the natural edge.</li> <li>• There is a need for a balance between regional and community needs.</li> <li>• Thousands of new residents will be living in the area based on the new developments proposed. Therefore, local community use of the park has to be considered in addition to regional and commuter users.</li> <li>• Very interesting ecological and natural area juxtaposed against the linearity of the grid street network</li> </ul>

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4	Ecological / Riparian Area	<ul style="list-style-type: none"> <li>Natural surveillance would improve safety along riparian zone (ensuring sightlines from adjacent path into the area)</li> <li>Riparian zone is accessed from both sides; pedestrian as well as rafters using the area as a stopover</li> <li>Soft edge is a juxtaposition against the hard north rip-rap edge</li> <li>Riparian areas should be protected, enhanced, and managed</li> <li>Important that the park is kept green, flexible and should not be overly formalized with hardscape</li> </ul>
5	Site Elements	<ul style="list-style-type: none"> <li>Existing site elements should be considered from a safety perspective</li> <li>20 minute bench on Stephen Avenue is angled to make sitting for longer than 20 minutes uncomfortable</li> <li>Leasing of park space for commercial uses (i.e. River Café, Boxwood, seasonal kiosks) could be explored</li> </ul>
6	Pedestrian and Cyclist Integration	<ul style="list-style-type: none"> <li>Possible to obtain collision records reported along pathway?</li> <li>A major consideration to project success will be how cyclists and pedestrians will both use the space effectively and safely</li> <li>Important not to only consider the commuter in design as many current residents and thousands of new residents will be using the park as well</li> <li>Should we be trying to separate pathway users (running, walking, rollerblading, cycling)?</li> <li>Time of day is important for pedestrian and cyclist integration (Morning commute, lunch time park use, evening commute and evening use)</li> <li>Public realm and commuter balance</li> </ul>
7	Cycling Strategy	<ul style="list-style-type: none"> <li>Cycle tracks should relieve bicycle congestion along riverfront. Though, may not be the case as the riverfront pathways have no traffic lights and offer scenic views.</li> <li>Research cycle track pilot program (5<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> Street)</li> <li>Visibility issues at 7<sup>th</sup> Street bikeway gateway</li> <li>Maintain or improve 7<sup>th</sup> Street cycle track connections</li> <li>Connectivity to 5<sup>th</sup> Street cycle track</li> <li>Connection from Peace Bridge to main path should be improved, currently it is too narrow</li> </ul>
8	Land Use	<ul style="list-style-type: none"> <li>Some areas are municipally owned, some are crowned land. Important to know which areas are municipally owned when considering potential future uses.</li> </ul>
9	Semi-Public Spaces	<ul style="list-style-type: none"> <li>Most of the semi-public open spaces are residential frontages and are not perceived as public spaces. Is it possible to make them feel more public?</li> <li>Could circulation (pedestrian or cyclists) be introduced into these areas to alleviate congestion along major thoroughfare?</li> </ul>

Topic		Notes
10	Community Gardens	<ul style="list-style-type: none"> <li>• Should a community garden be encouraged in the area? Perhaps in areas too small to be programmed.</li> <li>• Re-imagining what a community garden can be. East Village is planning to create a community garden in a vital junction (by St.Patrick's Island).</li> </ul>
11	Stormwater Management	<ul style="list-style-type: none"> <li>• Investigate how stormwater management can be integrated into design</li> </ul>
12	Seasonality	<ul style="list-style-type: none"> <li>• Consideration of winter use is important</li> </ul>
13	Night Use	<ul style="list-style-type: none"> <li>• Night time use should be considered (Peace Bridge is light up at night and is a landmark during the night and day)</li> <li>• Ensure safety during night (sufficient lighting)</li> </ul>
14	Expectations	<ul style="list-style-type: none"> <li>• Realistic in design approach</li> <li>• Transparency of scope</li> <li>• Do not promise public a number of amenities and then have to cut these out when budget concerns are addressed</li> </ul>
15	Public Art	<ul style="list-style-type: none"> <li>• Existing public art pieces can be moved if there is a good reason to do so</li> <li>• There is currently no concrete public art piece projected for the area</li> <li>• Opportunities for new public art location should be identified in the plan, such as the gateways</li> </ul>
16	Safety	<ul style="list-style-type: none"> <li>• Commuter and public realm user integration</li> <li>• Sightlines, lighting and benches</li> <li>• Site elements and infrastructure should consider skateboarders and parkour activities</li> <li>• Noise with associated programmed areas and events has been a concern in the past for nearby residents</li> </ul>
17	Vision	<p>[What is the overall purpose of the project (in four words or less)?]</p> <ul style="list-style-type: none"> <li>• No consideration for safety in the draft vision presented</li> <li>• West Eau Claire Park is a linkage between East and West Village. Spaces should not compete with these activity nodes or with Eau Claire Plaza. If there are too many plazas or large gathering areas, the potential of the whole waterfront is diluted. Need to create a series of appropriate sized public spaces.</li> <li>• Walking and pause moments</li> <li>• Staging of the project at construction will be important to maintain pedestrian and cycling connectivity</li> </ul>