



Calgary River Access Strategy

Report Back: What We Heard

November 30, 2016

Project overview

The purpose of this project is to respond to Notice of Motion NM2016-20 “Calgary River Access Strategy”. This strategy will ensure easier, safer, legal and environmentally friendly river access along the Bow and Elbow rivers. The project will prepare a policy report and implementation plan that will include:

- High level policy statements
- The identification of stakeholders
- Further public access points
- Terms of public access
- Continued public safety consideration
- Delivery models
- Capital and operational costs required
- Potential bylaw amendments required

The rivers are integral to Calgarians’ sense of community and are enjoyed by a multitude of user groups and tourists. The 2013 floods had a devastating effect and resulted in the loss of trailer access points, going from 8 down to only 2 current access points. Further the 2013 Flood contributed to a shift in river bottom channels and the creation of gravel bars which have the potential to be misused and impact sensitive fish habitats.

Knowing that river users could potentially increase, it is important to create a strategy that will allow for better access to the river, respecting the needs of users, City business units, and Provincial and Federal governments.

Engagement overview

Parks wanted to gain feedback from stakeholders on the following input points: river access point locations and development priority; amenities required at river access points; other business opportunities that are related to rivers that should be explored. It was important to understanding what stakeholders’, directly impacted businesses, and river users, views and interests are in the development of a series of river access points along the Bow River. This report reflects feedback received through online engagement.

The online engagement program was undertaken on The City’s Engage web portal from October 3 to November 30, 2016. Three hundred and nine unique visitors accessed the River Access engagement page, with 98 visitors completing an online questionnaire. Additionally visitors contributed 206 posts on three discussion forum pages (environment, river access sites and transportation).



Calgary River Access Strategy

Report Back: What We Heard

November 30, 2016

What we asked

To capture a balanced understanding of what stakeholders' opinions about the Calgary River Access Strategy were, the project team asked the following questions, in four online engagement opportunities:

Questionnaire

- Which sites on the maps do you like? What do you like about them?
- Which sites on the maps do you not like? What do you not like about them?
- Are there any locations that are not shown that should be considered? Why? If you are able to, please provide GPS coordinates or approximate location.
- What river access sites do you consider high priority for development? Why?
- What amenities would you like to be included at river access sites?
- What can the City of Calgary do to better promote river access sites and provide education to promote appropriate behaviours?
- If you are a business owner, what other development options should be considered at river access point locations? What do you need at the sites in order to best operate?
- What other business opportunities related to river and access points should be considered? Do you see a possibility for equipment rentals and shuttle services? What about on-river services?
- If you are a recreational user, what other development options should be considered at river access point locations?
- What benefits do you see to having a boat launch in your neighbourhood? What challenges do you see?

In the four discussion forums, project team members encouraged discussion by answering questions posed by stakeholders and by asking questions about specific sites, amenities required, what benefits/challenges would be derived by the strategy, among many others.

Those who accessed the online survey and mapping tool provided feedback by:

- Filling out questionnaire;
- Participating in discussion forums

What we heard/Summary of input

All of the feedback collected was organized into the following themes:

- Strong support for the development of all proposed river access sites
- Strong support for the following specific sites:
 - Stoney Trail
 - Shouldice Park
 - 10th Street Wave
 - Fish Creek Park
 - Graves Bridge
- Strong support for not developing the 37 Street/Point McKay site
- Moderate support for not developing the following specific sites:
 - Carburn Park



- All Elbow River access sites
- Douglasdale
- Moderate to strong support for considering the following sites:
 - Bearspaw Reservoir/Dam
 - Quarry Park
 - Cranston/Deerfoot Bridge
 - Glenmore Dam
 - Site south of Policeman's Flats
- Highest priority for development should be given to:
 - Graves Bridge
 - 17 Avenue
 - Shouldice Park
 - Stoney Trail
 - Douglasdale
 - Seton/72 Avenue
- Amenities to be considered include:
 - Washrooms
 - Garbage/recycling bins
 - Parking lots
 - Signage (educational/safety/regulatory)
 - Lighting
 - Concrete barricades
 - Locked gates
 - Business opportunities
 - Gear washing stations
 - Benches
 - Information boards
 - Showers and change rooms
 - Emergency phones
 - Viewing areas
 - Safe stairways
 - Water fountains
 - Reinforced banks
 - Maps
 - Picnic areas
 - Bylaw enforcement
- Moderate support for not adding any amenities to any sites
- Education and promotional opportunities include:
 - Better signage (educational/safety/regulatory)
 - Public education initiatives
 - Use of social and traditional media
 - Bylaw and police patrols and enforcement
 - Program web page
 - Partner with community and stakeholder groups
 - Promote river etiquette
 - Shuttle service
 - Make users pay a fee
 - Hold river awareness days or festivals
 - Develop school educational programs
 - Bylaws around proper floatation devices
 - Courses on river safety and protection
 - Develop a program app
 - Develop river access maps
 - Partner with local businesses
 - Ban Elbow River Access
- Developments to support businesses include:
 - Access to trailer parking
 - Food, beverage or food truck options
 - Lighting
 - All day access
 - Staging areas



Calgary River Access Strategy

Report Back: What We Heard

November 30, 2016

- Proper signage
- Shuttle services
- Gear washing stations
- Amenities at Harvie Passage
- Washrooms
- Equipment rentals
- Increase bylaw enforcement
- Long-term trailer storage
- Lock boxes for businesses
- There was moderate support for not adding any developments/amenities to support businesses
- Developments to support recreational users include:
 - Washrooms
 - Parking lots
 - Garbage/recycling bins
 - River path access
 - Air compressors
 - Benches
 - Creation of eddies for ease of access
 - All day access to sites
 - Gear washing stations
 - Surf shop or truck at wave sites
 - Picnic areas
 - Showers and change rooms
 - Pay phones
 - Lighting
 - Safe stairways
 - More surfing waves
 - Outdoor gym equipment
 - Better security
 - Increased maintenance/clean-up of sites
 - Stand up paddleboard access on Glenmore Reservoir
 - On-site daycare
 - Food, beverage or food truck availability
 - Increased bylaw or police enforcement
 - Raft or boat tie-ups
 - Educational programs and signage
 - Backcountry camping on river islands
- There was moderate support for not adding any developments/amenities to support recreational users
- Benefits of river access sites to neighbourhoods include:
 - Lifestyle improvements to neighbourhoods
 - Quick and easy access for river recreation
 - Improvements to on street parking
 - Encouraging more people to get outdoors
 - Improvement to pressure on fish populations
 - Positive for fishing access
 - Provides support for local businesses
 - Will encourage protection of riparian areas
 - Will introduce children to the rivers and their protection
- Challenges of river access sites to neighbourhoods include:
 - Parking issues
 - Increased littering
 - Impact on the environment
 - Increased traffic
 - Increased vandalism
 - Increased public drunkenness
 - More pollution
 - Waste of tax payer dollars



Calgary River Access Strategy

Report Back: What We Heard

November 30, 2016

- Negative impact on residential areas
- More river traffic
- Safety issues
- Negative impact on the Elbow River could be mitigated by banning access
- Strong support for protecting birds, fish and wildlife
- Strong support for protecting the environment and improving riparian areas
- Strong support for the provision of shuttle services between river access sites
- Suggestion of using bike sharing programs and public transportation to shuttle between river access sites
- ▶ For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next steps

- ▶ The feedback collected through the online engagement process will be provided to the Calgary River Access Strategy Project Manager for consideration as she develops her recommendation report for Council.
- ▶ The report will be presented to Council for review and decision in February or March 2017 (TBD).



Calgary River Access Strategy

Report Back: What We Heard

November 30, 2016

Verbatim Comments

Verbatim comments include all written input that was received through the online engagement questionnaire and discussion forums.

NB: The verbatim comments have not been edited for spelling, grammar or punctuation. Language deemed offensive or personally identifying information has been removed and replaced with either (offensive language removed) or (personal identifier removed).

Online Engagement Questionnaire

Which sites on the maps do you like? What do you like about them?

- Glenmore Reservoir locations are important to me as I prefer lake boating over river boating.
- The only acceptable sites are at Sandy Beach and the end of the Elbow. These sites have parking and river access, while the proposed sites in between do not have any parking, public river access, garbage bins, services or anything the public needs
- I prefer to use the fish creek park site, policeman's flats and mackinnon's flats. I like that they have easy access to the river to launch a boat.
- I like the Edworthy Park location given the ample parking and facilities on both sides of the river. I think there is an opportunity to improve access on both sides.
- Seton/72 Ave - Access from the north side of the river. Great starting point for a boat drift.
Douglasdale - good mid point access between Glenmore and Fishcreek.
Ivor Strong Bridge - Good entry point
- Stoney - Ingelwood
- I am not sufficiently knowledgeable about the proposed sites, other than Pt. McKay, which I do not "like."
- Seton. It is close to my house in Cranston. Currently when we kayak we just get off the river and walk home. It would be better if there was a place nearby to park a vehicle so we could just drive home.
I saw earlier that there was a potential site near Cranston and Deerfoot but it seems to be removed now. That would have been a good site too.
- Regarding the Elbow river launches, the only locations acceptable are Sandy Beach, Stanley Park and St patricks Island.
- I like all of the boat trailer launch sites. I am not interested in hand launch sites.
- Stoney Trail - Would allow new trailered boat access north of the City as there is currently none (that I know of)
Shouldice Park - Would allow new trailered boat access north of the City as there is currently none (that I know of)
Ogden Bridge - May be a good trailer boat access alternative if Graves Bridge is shut down or made exclusive to hand launch. Would also extend the float down to Fish Creek (which means more time and more water to fish!)
Carburn Park - A nice option for trailered boats and a short float take out from Ogden or start to Fish Creek.
Fish Creek - I really like this launch and use it frequently. It's got a nice set up with the launch on the



outside of a bend therefor only allowing access directly to the water and not the bed - so rednecks can't off road.

Seton - Would be nice to have a site take out option and area to park here if you just want to park walk and wade the river.

- I like all of the access points/sites. More is definitely better, more options.
- 10th street - I like river surfing there, but I would like it even more if the wave were bigger.
- Stoney Trail and Shouldice Bridge. These sites open up a large amount of the river for me to float my boat.
- Further to Calgary River Valleys comments submitted last week, please include the following additions;

We note that 12th St access demonstrates many desirable attributes for a potential launch. At the same time, there may be numerous and potentially conflicting community and river user ideas of how this site should be developed. This location may be an important given its proximity to Harvie Passage and needs to be considered carefully.

Calgary River Valleys looks forward to the opportunity to continue to be part of the conversation as important decisions are made and design solutions determined to offer the most beneficial access program with the least environmental impact.

- Sites that are away from homes are fine.
- Fix graves
- It is long past due that the city improved access to the river for all users. We have a world class river in many regards and have had extremely poor access for many years. The launches (all three levels) that I see would be an amazing improvement to what we have had. Too have fully developed boat launches with washrooms and change facilities is absolutely critical for a quality river experience.
- I like the Ogden location as it opens up a section of the river that is currently not available to float trips for drift boats. I believe this will also provide a decent option for doing a full day float trip through the city ending at fish creek. Full amenities at this location also make this a good option for guided trips with clients.
- The south and North Glenmore resivour Elbow and bow are all grate in my opinion
- I am mostly concerned with the launches from Inglewood downstream as I am a Bow River Guide, and this is where I spend most my time. I like the following for trailer Launch (as I am a drift boat/trailer guy).

12st

17th ave- Would be great to get that opened up. Haven't fished it since they closed it (with no notification) 2 years ago.

Ogden bridge- Lets get this legitimized after 30 years of unofficial use!!!! YES PLEASE!!

Glenmore/Graves- Fence it in to keep the idiots out. This is a very important launch to the guiding community.

Carburn- Great place to start!!! Mid Section new launch... YES PLEASE!!!

Quarry Park (I know its there, and that Remington needs to collaborate to make that happen)

Ivor Strong bridge- However this needs to be a trailer location, not a hand launch. This would substitute for Quarry Park well, and stay out of Fir Dept's way. THIS IS SO CLOSE TO MANY OF THE OUTFITTING FLY SHOPS! Less driving, more fishing.

Douglasdale- AWESOME!!! THIS IS A GREAT LOCATION!!

Seton/72nd- LOVE HAVING SOME NEW OPTIONS DOWNSTREAM... but it confuses me... (see below)

- Seton - Southern most entrance/exit point
Douglasdale is nice "put in" between fish creek and Glenmore launches
- The following is a compilation to date of input from Calgary River Valleys volunteers assessing several, albeit not all, of the proposed sites. I expect some more input Monday that we will pass along. While the City has removed a number of potential sites along the Lower Elbow for a variety of reasons, some of our volunteers had already taken the time to review these sites and submitted comments. Out of respect for their effort and in the event that any of these sites come back into the list under consideration, CRV is submitting evaluations for all sites reviewed by our volunteers. This includes several photos that can also be made available to the City.

Calgary River Valleys undertakes an annual survey of Brown Trout redds in the Lower Elbow. We can provide City Parks with our location map from 2105. Our 2016 survey takes place November 4th so the most up to date info will be available for the City's consideration in site selection.

Bow River:

Bowness Park – already a heavily used park and suggest that it should not be promoted for any users. It is acknowledged that the erosion control groins offer a desirable site for practicing kayakers and that this site is accessed by commercial/ training operations. To avoid conflict with other park users, consider a commercial licensing/permitting system, not intended to create havoc for the commercial operators but to avoid conflict with other park users by managing overuse, providing dedicated parking etc. Not sure why kayaks are differentiated from hand and boat launch as potential conflicts and impacts are the same. Agree that already congested parks like Bowness shouldn't be promoted as river access sites. Will the exception being made for kayakers who take advantage of the erosion control groins be confusing to others who would like to access here? Might be best to not promote this site to any users. If the kayakers are part of a paddling school, a commercial permitting system would help to address overuse and conflicts ie a designated location for parking of a trailer that is out of the way of public parking that is already at a premium.

Edworthy Park - Lots of parking available on both sides of river but tends to be congested already. Access from north has to bring rafts across the bridge that could cause conflicts with pedestrians, dog walkers and cyclists. Will those parking on the north side try to enter the river from the north to avoid the hike across the bridge? Recommend promotion of south side parking. South access must cross train tracks. Seasonal washrooms and refreshments available on north side.

37th Street NW – generally good site for hand launch. No biodiversity concerns. Parking close by but tend to be congested. Boulders along shore present some access concerns. Some may need to be moved. Access slope is steepish and already eroded. Well defined path needs to be established and measures taken to re-vegetate. No washrooms currently available.

Montgomery/Home Road –No big concerns regarding biodiversity. Access available via a relatively gentle slope could be improved to a well defined and hardened path. Parking is already well used by commuters and walkers. No washrooms currently available.

Carburn Park – Boat Launch. The present site would not accommodate boat trailers. Provision of increased parking and access to river would destroy grasslands in which birds are nesting. Removal of any trees to accommodate parking and access would be removing a sound barrier for houses located near the park. The park is already very busy with walkers, cyclists, and birders. Boat access at this site would be highly disruptive to waterfowl using the backwater area for juveniles in particular. A new nesting site for Banks Swallows has just started in this area. While nests have not been located, Belted Kingfishers and Common Nighthawk have also been observed in the area. CRV would recommend against this site being used as a boat launch. The proposed site at Graves



Bridge seems to pose fewer environmental impacts though we appreciate there are concerns around flood control infrastructure to be addressed as well as inappropriate uses and use of the gravel bar. We appreciate that the City has already acknowledged that there are concerns related to avian and waterfowl habitat at this location. If the City were to pursue this site, CRV would expect a targeted environmental review to ensure that impacts of site development and ongoing use are absolutely minimized.

Elbow River:

26th Ave. – This small park has indigenous significance. Will there be a conflict with providing river access here? There is also effluent coming from a small outfall here that should be cleaned up.

Goose Park, 1st Street and 26 Ave SW – This site has already been heavily disturbed due to construction of condo. There is evidence of beaver activity and red have been surveyed in the riffle along right downstream bank. This site offers a gentle grassy slope to the river, well vegetated though invasive species present. Opportunities for rehabilitation and general clean up. Close to car-to-go and transit but very little parking.

Woods Park – Site offers a gentle stable slope to the river. Minimal habitat and biodiversity concerns. Almost no parking on Elbow drive and no pedestrian crossing of Elbow Drive close by. Potential conflicts with community and small playground. Rehabilitation opportunities include erosion protection at egress point, weeding and re-vegetating particularly on either side of a desired egress point.

Stanley Park – convenient nearby parking, washrooms, picnic spots etc. Riparian edge already unhealthy. With low biodiversity. The river offers a gradual grassed slope at this location for safe access. Caution with specific location of access point. Try to locate an access upstream of areas of most prolific redds as noted in the 2015 CRV redd count, along left downstream bank. This area offers many amenities; pool tennis courts, ball diamond, playground and is already heavily used. May be conflicts with pedestrians, cyclists and dog walkers on paths. Like some other heavily used sites, particular attention should be paid to design and signage to help minimize conflicts. Take advantage of opportunities for environmental education with large audience that uses this site.

Glenmore Dam – Are there security issues with general public accessing below the treatment plant? Base of Dam has been close to public vehicular access. Closest parking at Safety City, approximately 1 km away.

Sandy Beach – Parking available about 300 metres upstream but busy and overflows to residential streets. Consider a separate hand launch site be established upstream of Sandy Beach closer to parking and away from busy beach proper to avoid conflict with popular beach and water access point for dogs. It appears that this has already been identified as a launch for rafters as a 20 loading/unloading signage has been posted. Since 2013 flood, river has become shallower at this location. The gravel bar reduces impact on river bed and erosion potential. Relatively low impact as the site is already disturbed though there is healthy riparian vegetation on either side of access point. Some mitigation required to prevent erosion of existing path. Important to limit disturbance to what it is now. Note there are bank swallow and kingfisher nesting holes on the opposite bank.

Consider whether there is an education opportunity there? Existing signage is only visible if you are looking for it 1) SE corner of parking lot (direction not clear) and 2) down by the river. There are existing bathrooms (though a distance away) garbage cans and picnic benches. Evaluate appropriateness of a composting toilet closer to launch site and recycling bin, should use increase.

Sandy Beach North (at north end of Riverdale Park) There is access to parking and newly developed paths accessing the river. Parking spillage onto residential streets could be problematic. We note that the paths would be narrow for transport of inflated rafts. The dog park and pedestrian and cycling paths are heavily used so there may be conflicting uses to address. There were some



brown trout redds observed at this location in CRV's 2015 survey. We can watch this site in our 2016 survey next week.

End of 26th Ave (upstream of 25th Ave Bridge) This site offers a better egress than access point due to limited parking. The existing path should be made more official and steps down the steepest part of pathway would be helpful. Heavy machinery access to this site has heavily compacted the soils. Re-vegetation and rehabilitation opportunities should be exercised. No redds found here in 2015 but this is a good fishing hole. Tree and shrub growth on the gravel bar should be managed to avoid choking off the left side of 25th Ave bridge. This could be a good location if additional parking and a washroom were made available.

Stampede Park (west of Salisbury Ave) Wondering just how accessible this site is. Within Enmax Park. Is there access, parking, washrooms? Or would this need to be established? The river access is steep and narrow. The area is already highly disturbed, riparian health low, and water quality poor. If this site pursued, should enter into discussions with Stampede regarding riparian rehabilitation. Note that folks are more likely to want to go to end of Elbow and egress at Fort Calgary at the confluence of the river that presents safety hazards and environmental impacts that are best avoided. To discourage folks from that option, an upstream egress site needs to be convenient and attractive.

Elbow Towers – Even though bridge reconstruction since the 2013 flood has resulted in a small path access and a new gravel bar, there is No parking. There were a significant number of brown trout redds found in this location in 2015 in the CRV survey. Although the Brown trout spawn in the fall, this location should be avoided.

Lindsay Park (three potential access/egress points were evaluated)

At Storm Sewer E24, south end of Talisman Centre– this site offers an ankle breaking approach with large rip rap. No concerns regarding habitat and biodiversity. Potential conflicts with pedestrians, cyclists and dog walkers. Not sure if parking, washrooms and food at Talisman Centre available to non-users.

At fenced pathway down to river , middle Talisman Centre – Access via eroded shallow slope. Already highly disturbed, minimal biodiversity impact. Parking is further away. Not sure about access to Talisman washrooms.

21st Ave Bridge to Lindsay Park – highly eroded, steep unstable bank, sandy soils. Poor riparian healthy generally. Even further from parking and Talisman facilities, if available.

- none. we do not need to encourage boat usage on our river
- Parkdale and 37th NW, as per the mailing we received this week.
- neutral
- I really like the Shouldice Bridge launch - it's an under utilized area that I believe will help disperse some of the traffic at Edworthy Park.
- As a user who would use the full/partial service ramps I like what is offered.
- Most of them. Will provide good access to the entire river within the city. In particular Ogden bridge and 17th avenue will open up a lot of space on the south end. Seton would provide a good alternative to Policemans flats which is a nightmare take out at the best of times and has terrible parking.
- I really do like all of them and think they should all be included, the ones I rally gravitate towards and believe I would use are Baker Park, Point McKay, Prince's Island West, East Village, Ivor Strong Bridge. We also need more take out points south of the city.
- Note: I primarily use the river as a fly-fisherman and recreational rafter. These comments are based in that viewpoint.

-Sites I like are:

Seton-provides a great new and safer alternative to Policeman's Flats.

Fish Creek-a staple launch that is one of the most popular on the river.

Douglasdale-this is a wonderful idea! At certain times of the year, the river stretch from here to Policemans' Flats provides the most productive fishing (don't tell anyone:)). This launch will enable users to skip "dead water" from Graves Bridge to Douglasdale.

Carburn Park-This is a nice complement to Graves Bridge. Not sure if you need BOTH Carburn and Graves. Graves is much easier to access. If it can be developed in a more sustainable way, my preference would be Graves.

Graves Bridge-Like Fish Creek, this is a staple launch. Great distance between here and Policeman's for a full-day float.

Ivor Strong-This presents a nice new launch to try out new water from a fishing perspective. Not sure what the float times are, but I suspect this would be paired nice with a Fish Creek take out.

17th Ave-Same as comments for Ivor Strong.

Stoney Trail-I really like this as it presents an opportunity to fish the "Upper Bow". However, I only see 17th Ave as a pairing for a takeout. Perhaps another launch between Stoney and 17th Ave?

- I'm most interested in 10 Street and Harvie Passage, as these are the places where surfing and kayaking are possible.
- 10th St Wave
Harvie Passage
Present and possible future river surfing locations!
- I like the number of trailer-accessible launches on the lower Bow. As a drift boat owner, the river access has been pretty limited.
I like that there are launches on both sides of the river.
- I don't currently use any of the sites on your map.
- 10th Street Bridge. I like that there is a safe local wave to surf.
- 10th street wave. It is a great place to enjoy the bow river. River surfing is an up and coming fun sport. It is a Beautiful location with bike paths and the river, with lots of viewing space and green space to escape from the city even though your in the middle of it.
- 10th Street Wave is a site I began frequenting this summer. Have been getting a healthy dose of exercise and laughs trying to stand up on my surfboard here. Positive people and lots of smiles from passer-bys.
- I like the 10th street wave the best as I am a river surfer. Other sites I have not used due to the lacking of a wave
- The best site on the map is the 10th Street Surf Wave. This feature is always busy from May until September with kayakers, surfers and many people watching. I'm often down there surfing and it has been a significant part of the growing river surfing community in Calgary. This sport is gaining popularity all over the world and destroying this wave would be a loss to many people within the City.
The 10th Street Surf wave is in alignment with the City's Triple Bottom Line Framework (2006).
- I use the 10th street wave for surfing a lot. I love that it is close to my house, easy parking available, easy access to the water and it is a highly visible area that creates a vibrant community.
- Stoney Trail - good put-in for paddling through northern part of city.
Shouldice Bridge - good put-in option for shorter paddle though northern part of city or as a take-out after an evening paddle from Stoney Trail.
St.Patricks Island - good take-out after paddling through city. Easy drive from put-in at either Stoney



Trail or Shouldice Bridge. Parking in zoo parking lot has been a problem. Last, easily accessible take-out before weir.

17th Ave - Good put-in for paddling though southern part of the city.

Graves Bridge - Good put-in for shorter paddle through southern part of city.

Fish Creek - Good take-out after paddling through southern part of city.

- Boat Launch Sites - Stoney Trail, 17th Ave, Ogden Bridge, Bonneybrook, Graves Bridge, Douglasdale. For larger potentially used by commercial entities I like sites that are not near heavily used parks such as Bowness Park. Too many users to add another use that will have many conflicts with other users. sites that could have parking lots created where not near a heavily used park with easy access to the river is preferred.

Walk-in hand launches should also be limited to areas where there is not heavy use by other users (i.e Bowness Park, Edworthy). Commercial use should be limited and not permitted in such areas.

Hand launch areas are needed to protect currently used areas that are affecting riparian health.

Some of the best 'unofficial' boat launches are near street parking and away from busy parks and are good sites for boat launches. When introducing boat access sites there should be education and guidelines for use.

- Sandy beach and Stampede somewhere. I like that they're not affecting residents so much and there's already a lot of room to set something up.
Wood Green already has washrooms that are locked.
- The launch sites are all pretty tight. I would strive for 2 hours worth of float between each launch or take out site. A lot of these are closer to 1 hour.
- I like all of the sites on the map. I have only used Graves bridge, fish creek and policeman, flats (don't think it is on the map) as I need a boat launch for a fiberglass drift boat. I also float downstream from the city limits but that is a full day plan. I am looking at acquiring a different type of boat to allow me more options including getting off the river and being able to use either side. Graves bridge has good access but 4 wheel drive is needed with the change after the 2013 flood. Parking is good when it is not busy early in the morning but I suspect weekends and later in the day could be a challenge. Access to get on Deerfoot to go south is good. Have always started here but never ended because of limited access upstream.
Fish creek has great parking for vehicle and trailer and has a great launch point. Launch is easy to row into. Challenges with this site can be the closing time that the province manages if I plan an evening float then need to get back to shuttle my vehicle. Also not a big area for a lot of boats to stay for outgoing and incoming especially if people want to do their own shuttling afterwards. I plan to move my trailer beforehand to avoid this.
- As a canoeist for hand launch, I have used on the Bow: Stoney Trail (good facilities); Shouldice Bridge (acceptable); Boothman Bridge (good access and amenities); Prince's Island West (good as a rest/lunch stop); Inglewood 12th St (generally good); 17th Avenue (great spot, needs to be re-opened for public use); Graves Bridge (great spot); Fish Creek (great spot, not shown correctly on the map)
On the Elbow I have used: Sandy Beach (needs better river-side management and signage); Stanley Park (generally good for a rest/lunch stop);
- I like and support all the river access points described. Over my 30 year paddling career I have used almost all of them at one time or another.
- I like Bowness Park and Bowmont Park site, it is easy accessible and a high upper start for a total city trip.

- Sandy Beach as it has adequate parking and is currently one of the main access points. I also support one of the Glenmore access points if any of them have adequate parking, but I am not sure why we need three of them. Further downstream the Stampede access point could also work if it has parking and does not interfere with a neighbourhood.
The principle behind liking or not liking an access point include parking, established access points which does not interfere with neighbourhoods, and where additional paving and hardscape does not impact the natural site of the Riverbank too much.
- Stoney - close to home
- Fish Creek because it is a good end point.
- Bowmont Park, Fish Creek, Graves,
- I am a canoeist.
Stoney Trail – parking, good location
Bowness Park – eddies, easy access, parking, toilets, good location
Shouldice Bridge – good location. This needs to be opened up again!
Montgomery, Point McKay, Inglewood 12 St. – parking, not busy
17 Avenue – good location. This needs to be opened up again!
Graves – good location, parking
Fish Creek – good location, parking, toilets
Sandy Beach & Stanley Park – good location, parking
North Glenmore – good for exploring Weaselhead
- I like them all. The more access points the better. Presently there are too few access points which cause major crowding (fly fishing) at or near these few access points.
- All the sites along the Bow River. No conflict with nearby residents, all appear to have good access, and available parking, and could be easily upgraded to provide washroom facilities.
- Virtually all of them, great to see the large number that are being proposed. As a fly fisherman and a boat owner having lots of access points is great as it spreads the people out more, rafters, wade fisherman and boats
- Stony Trail; good parking, not popular with other park users.
Boothman Bridge; nice stopover beach, Angel's Cafe.
Prince's Island West; nice stopover.
- I SUP normally getting on just west of the Valley Ridge Golf Course (my neighbourhood) and stopping at Shouldice Park or Montgomery/Home Road. The place where I start is not really a launch. There's a steep decline and I have to wade in shallow water for quite awhile before I can launch. Shouldice Park and Home Road are terrific locations. Home Road is a bit steep but it's a short distance.
- Bowness park - big, practice eddies, change rooms, water, shelter, beautiful, central, historic
Shouldice park boat ramp - lots parking good distance from Bowness,
Point McKay- ok parking, close to ice cream, good distance from Bowness.
Eat Clare park, prince's island park- lots of space, bathrooms, beautiful downtown. Food transport options.
Glen more trail - good parking, nice start of lower section.
Fish creek boat ramp - parking, bathrooms, scenic. Would be good to put in ramp and hand launch site. Ramp can get congested.
- Upstream of Harvie Passage
-The three boat launches are critical to opening a new area of the river.
-All of the suggested hand launches are critical (except maybe centre street)



Downstream of Harvie Passage

-17th Ave boat launch is critical

-Regularly spaced boat launches through the south side of the city is ideal

Elbow

-Wherever people are putting onto the river, there should be steps and access to reduce environmental damage in other areas

-Flush the Elbow out once per week with higher water to reduce contamination concerns

- All look reasonable/acceptable, as far as locations go.
- Stoney Trail, Shouldice, St. Patrick's Island, 17 Ave SE, Ogden Bridge, Graves Bridge, Douglasdale, Fish Creek, Seton/ 72 St. SE & Ralph Kline Park/Sheppard Outflow
- All of them. Improved river access is something that has been needed for years. Opens up the river to water users, be it fishing, rafting or other activities.
- I guess the map sites are ok.
- I like all the sites. The sites in the NW are nice locations as access in this area is non existent. Many of the sites use existing infrastructure, which is good. The sites for hand launching are also in good areas, making for longer or shorter floats depending on your day, and along the Bow or Elbow, and would be great for SUP's and rafts. I also like the fact that some of the sites will have bathrooms, garbage cans, etc so people not using the launches can still use the facilities.
- I like the ones on the NW as I believe this has been a long neglected section of our river when it comes to access. The Stoney Trail to Shouldice stretch offers a shorter float time and thus more flexibility for those wishing to recreate on the river.
- As a fisherman who predominately fishes downstream of the city, the proposed sites in the southern half of the city appeal most to me. Particularly Frenchman's and Cranston. I like the proximity to the city and the fact that float trips of varying lengths can be more easily planned, vs. only Police to Mac. I also like the launches in the northern half of the city - it will lessen the fishing/rafting/vehicle pressure along the entire river.
- I like Stone Trail and Shouldice Park, access sites as these are sites that are already in place and opening them will not be a cost to tax payers. I had used these sites 100s of times to guide fly fishing clients. Unfortunately I haven't had my boat in the water in 2016 because those access points were closed.
- Graves Bridge; Fish Creek Park - Both of these are good because they are very clearly launches, and have very good access and parking. Fish Creek has outhouse and garbage facilities.
- Like all sites on maps. Good distribution of launches. Our needs are for boat launches, not hand launches.
- All sites are wonderful.
- I personally think all the sites are well managed currently.
- I like all the launches above the weir as their seems to be a shortage of launches in north Calgary. I also like the launches at Cranston, Seton and Frenchmans as they will allow for shorter floats in this section.
- I think they are all great locations providing a wide variety of river access. This plan will open up new sections of the river allowing users to spread out rather than cram in to the lower section below Glenmore Trail. We have a world class fishery running right through our city, let's use it respectfully, and to our advantage to increase tourism.
- I am a fly angler who floats the river regularly in a drift boat (trailer required). For me, I currently cannot float certain sections of the river, due to the lack of trailer-accessible launches. For this



reason, the most important launches on the map, or the ones I would like to see given priority, are Stoney trail and St Patrick's Island (which would open up almost all of the river above the weir to drift boats) and 17th Ave (which would open up river access from just below Harvie passage all the way to the existing glenmore launch).

- 1. Stoney Trail. I'm assuming this is Baker Park. Good location for full service.
- 2. 17th Avenue. Not everyone wants to float over Harvie Passage. I'm also concerned that there will be major conflicts between kayakers and recreational boaters if the launch is placed above
- 3. Graves Bridge. Excellent location. Should be Full service.
- 4. Fish Creek. Excellent location. I don't like that you cannot leave your car overnight (for weekend float trips).
- 5. Ralph Klein outflow. Great idea!
- Shouldice and Blackfoot trail bridge. This is a great float to see our beautiful city from a very unique perspective.
- Any additional sites show value to recreational and commercial users of Calgary's rivers. As a recreational user in the SE, I would use the central and SE launches most, and value the outlying options in the SE (e.g. Frenchman's) most.
- Shouldice Bridge is well located for road access from many northwest communities. It is also located within a rapidly developing regional sports centre - day-use picnic sites. This seems to be a place where upgrading ancillary infrastructure (public toilets, trash/recycling services, information and/or educational signage) would provide benefits to multiple user groups, not just waterway users.
- All of them especially stoney and shouldice so you can float the city section via a driftboat
- Baker park, Shouldice, St Patrick's Island
- I like the idea of all of them.
- I very much like the sites that are located south of the City, such as Seton and the Frenchman's boat launches. These will greatly increase access to a very low-access area. There is also a very large risk to the fishing community that the launch at Policemen's Flats will be lost due to the current state.
- I like all of the full service launches, good spacing, like the increase in the number of true boat launches.
- I like that you have the ones that used to be open, opening again for trailered boats to access the river. As for hand launches, its nice to see so many options.

Which sites on the maps do you not like? What do you not like about them?

- any of the proposed sites between Sandy Beach and the end of the Elbow. They do not have any parking, public river access, garbage bins, services or anything the public needs. In particular for Lindsay Park, this needs to be left as is, without any river access or shuttle access. There is absolutely no parking, why even have the thought of shuttle service? Totally unacceptable and not thought out in any way
- The launches I dont like are Glenmore/Graves Bridge, Ogden and 17th Ave. Glenmore is a good launch, but security is a big issue so I avoid it. Ogden and 17th Ave would be good launch's but there is no vehicle access so it is difficult to actually launch a boat from it. Ogden is always locked for some reason.
- I do not like the proposal for the Point McKay location. There is very little opportunity to expand parking/facilities without compromising the beautiful green space. The river is already accessible enough the way it is, and is a true gem in the natural state that it is.
- None



- The proposed 37st Hand Launch- currently there are no restrictions on parking on the WEST side of 37st and this will cause a huge problem with congestion and pedestrian safety as cars tend to park too close to driveways. Also there is considerable garbage being left behind by boaters and ppl enjoying the river and it's likely to increase if the site is promoted by the city.
- Point McKay already has a large "footprint" - it is a densely populated community. Parking is currently, extremely limited. Increased vehicular traffic would be a great safety concern as well. It would not be ecologically conservative to increase the physical use of this area. The proposed plan is not clear as to whether parking within the complex, near the tennis courts is being considered. We would strenuously object to any plan which would increase parking and thus foot traffic across the grass/pathway behind the Point McKay townhouses. Given the recent flooding, we are also concerned that any change to the river bank formation could increase the potential for flooding in this area. The quiet enjoyment of the homes would be very negatively impacted by businesses based on the boat launch site."
- A previous presentation and revision included upwards of 12 launching locations along the Elbow, the below is in response to those locations, including the Stanley Park location.
- We recently attended an information session from the city on a River Access Strategy. For the record, we are completely against any designated Elbow River access points anywhere along the river, other than a launching point from Sandy Beach and a pickup point at the Bow. We have listed our reasons below:
 1. There is very limited parking for vehicles along the Elbow, and most of it is designated parking.
 2. There is no room for toilets or other services, and no road for service vehicles,.
 3. After the 2013 flood, the City spent hundreds of thousands of dollars on reconstructing the bank with rocks and planting shrubs along the Elbow river north of 25th Ave, this will now be destroyed.
 4. Downstream of this immediate area proposed area by 22 Ave is very shallow and any disturbance of silt by people and watercraft will destroy natural habitat and fish breeding grounds
 5. With the rocks and shrubs that have been built up by the city as part of flood mitigation north of 25th Ave, any activity of launching rafts will destroy this fragile area.
 6. It would be much better to leave the area at 22nd Ave as a passive flooding path, rather than encourage activity during this fragile recovery.
 7. The river is extremely slow in terms of flow rate in the summer, almost like a pond. Any increase of activity along the riverbank will only result in further damage to the shallow riverbed.
 8. There will be increased garbage on riverbanks, and in the river.
 9. There will be an increased potential for petty crime and vandalism
 10. Most people will launch at Sandy Beach and continue to go to the Bow. It's only a 4 hour float, so why have upwards to 12 different launch areas throughout an urban area?
 11. There is limited access for emergency personnel and equipment, either from the river or otherwise.
 12. There have been number times during the summer that the City or AHS issues fecal coliform warnings for the Elbow River, to not have people swim or wade in the water. Does the City not understand that having 'approved, designated' launching areas places the city for liability in the event that someone gets sick?
- The city of Calgary has published the Elbow River Riparian Area Maps, and their own documents state numerous areas along the Elbow that are Bank Erosion Hotspots. There are four spots in particular that the River access strategy has proposed for launch sites that are particularly defined as Bank Erosion Hotspots from 26th Ave/1 Street to north of 22 Ave.



- Why would the city take it upon themselves to propose river access of up to 15 fully developed locations, and that the city proposes 4 landing/launching areas with 500 meters. None of these areas have parking, services, etc. Most people will launch at Sandy Beach and continue to go to the Bow. It's only a 4 hour float, so why have upwards of 12 different launch areas throughout an urban area?"
- 12 street bridge, Most of the neighborhood is permit parking but some streets are not. This will create additional traffic on those streets Specifically 13 ave past 8th street"
- Parkdale Blvd west of 37th Street NW I don't like the idea that this site may have a driveway ramp with access for boat launching. The only way a driveway ramp could be created here would mean that the river levee would have to be breached!!
- Need I remind the City of Calgary of the 2013 flood... Parkdale was spared the grief and destruction that other communities saw because we have a strong and substantial riverbank levee... if you cut into this levee to create boat access with a "'driveway ramp backing into the river for boat trailers', you are opening the gates for the Bow River to flood into the community of Parkdale in the case of another high water event in the future. Are you prepared to take care of the residents who will be affected because you voluntarily breached the levee which protected us in the past? See June 2013 flood!!"
- Inglewood and 17th launches are too close to one another - floats would be too short. Money would be better spent on a few launch spaced out by a couple of kms allowing good even access to portions of the river.
- Harvie Passage - unsurfable wave at present time
- Bowness - unsurfable wave at present time"
- The sites that are within site of any homes should not be considered. It is terrible unfair to those home owners.
- The one launch that I would be very cautious about is the one at Carburn Park. I am very familiar with drift boats as I own a fly fishing shop in Calgary. The water at that particular point comes straight into that corner especially when flows are higher during the June and July time periods. I would be very careful where the ramp goes there. Inside corners are always preferred to outside bends.
- I think that the current full and partial launch areas are in well thought out locations
- No problem here
- Carburn Park should remain as is. There is infrastructure in place from Graves Bridge to accommodate parking and traffic already. I see no need to disrupt Carburn to create something that already exists.
- Seton/72nd- This confuses me... I thought they were talking about making a park out of the old Lafarge pits off 120st SE and 210 AVE???? This is still great, but closer to the irrigation canals would make more sense with existing infrastructure. Where would the access be for this?
- No issues with others proposed
- none. we do not need to encourage boat usage on our river
- We live at 119 37th St. NW, which is adjacent to the proposed river access. We are NOT in favour of this change, for several reasons:
 - Parking is an on going challenge. The lot that was originally designed for the tennis courts is over flowing constantly, as many commuters park and bike downtown, during the week. On weekends many people come to the area to walk, run or bike and then even the 2 hour parking spaces on the street overflow.

- The park area adjacent to the proposed river access is used by many dog walkers and children. Putting in more parking would eliminate park space.
- The gravel parking lot causes dust storms in windy weather, expanding would generate even more dust.
- The walking path in this area is flat and is a good place for the disabled and infirm:
- many elderly with walkers use this area
- many families bring their young children here to learn to bike or roller blade.
- many families push carriages along the path.
- the folks from the veterans home and Chartwell homes on Bowness regularly come down 37th in wheelchairs (both pushed and electric)
- Encouraging a different mix of users (who from my observation are not considerate to these other users) is not a good idea.
- This shoreline has withstood erosion from the floods, in part due to the weaknesses on the other side that allowed water to flow freely into the flood plain to the East. CP and the City has expanded and firmed the bank on the other side of the river. The next high water event will force more water to this side than in the past, increasing the likelihood of a breach, especially if you attempt to contour the bank to provide easier access for river users. Erosion to the west has already sped up this year as a result of the changes.
- The City has demonstrated poor planning in this area already. The goofy storm water holes dug at the corner of 34th and Parkdale were plunked down on the walking path, forcing many users onto the bike path to circumvent the undulating surface of rough bricks with its narrow suspended bridge. It is a huge step backward from the ideal pathway system we have had for years. Even runners avoid the bridge to run onto the bike path. By this design, the City has demonstrated it does not adequately consider the needs of existing pathway and park users in its planning. You have lost our trust.
- I do not like the Carburn site. This park is already overused (due to Southland dog park and Carburn and residents) during the summer....full boat launch is not the right fit in this residential area. I recommend fixing up Graves Bridge to full services....this was is most appropriate - and not in a residential area...
- I think not having a formal walk-in or boat launch at Edworthy park is a bit of a miss. Its location is already familiar to many people and already used by many; my fear is that since it is not on the official maps, there may be an effort to curb the public's use of that area. I also find that having so many downtown locations for boat launches is a bit of an overkill. Factoring in parking costs/availability and the inconvenience of driving downtown/adding to the heavy traffic already there isn't the most strategic move. If there are plans for additional parking or complimentary load-in, load-out stall in those areas then I believe there will be more benefit to those sites."
- Carburn Park location and Douglasdale. The put in as identified at Carburn is a tricky spot involving quite a bit of construction to get access to the river at that point. Douglasdale would be better further upstream under the Ivor Strong bridge in my opinion, similar to where the launch was in the past, or even the other side of the river.
- Non of them
- Douglasdale South-This seems a bit repetitive with Douglasdale. Not sure if both would be required.
- Inglewood. This is designated as a boat launch. Unless there is good signage and a side channel around the kayak park, I worry about the recreational rafters who are not properly equipped or knowledgeable. Specifically, I'm afraid they would get caught on the main stem of the river and unintentionally head through the water park. If this is intended as a ""take out"" for Stoney Trail, I



would recommend something further upstream that would promote users from not floating through the kayak park unintentionally."

- I'm concerned about the access at Carburn Park. The proposed location is heavily used. Often cars need to park on the street as there is not enough parking at this time. Adding additional traffic with a boat launch will cause traffic problems.
In addition to this the proposed location will destroy already sensitive bird nesting habitat. There are already proposed access points before and after the location at Carburn Park.
The banks are also steep at this location so it will require even greater modification to ensure safe access. What will the city do to mitigate these concerns.
- The potential river access is not a good idea. Carburn Park is in an environmentally sensitive area and this sort of use could negatively affect wildlife/ birds in a hazardous way.
- The obvious question is why does the City want so many access points to the river? It is well used now, the fire and police cannot effectively police the river as it is. Adding more areas will be doubling the potential for accidents, injuries and possibly loss of life.
- Carburn Park and Fish Creek Park. I feel that these sites are nature parks and people shouldn't be driving up to the river. Specifically about the Carburn Park site, the river bank is very steep and the parking lot is often full. I like that they are little wildlife trails near the river that I can walk on with my two sons and we can watch the birds. I would be very disappointed if people would be able to drive right up to the river to launch their boats.
- Purely selfish, but I think the number of launches will increase raft traffic on the Lower Bow, which I don't find ideal. Getting crowded and hit by rafts while fishing is becoming more of an issue.
- I have no comment on your currently chosen sites.
- The downfall of the 10th street bridge is access, it is a steep embankment of dirt and rock and isn't ideal for maneuvering down when not wearing glasses, or am wearing slippery booties.
- None
- N/A
- Inglewood 12 St Bridge - would be good alternative to St. Patricks Island if vehicle access was easier from upstream put-ins.
- Bowness Park, Prince's Island Bridge, Stanley Park, Sandy Beach - These are heavily used areas that cannot handle additional users especially commercial. Bowness Park in particular experience severe conflicts of users when the boat launch was in the park which is why it was closed and users instead use the Stoney site. Hand launch areas are important to provide protection for riparian areas for the casual public user, heavily used hand launches (used by commercial and large groups) should be placed in less busy areas.
- None of the Erlton or Lyndsay park ones as the residents are already been affected by noise pollution and we flooded.... we can't have people further damaging our riverbanks around there when we're prone to flooding.
- Doesn't seem to be much access downstream from McKinnon's but understand it's outside City boundaries so not in your jurisdiction. Still, if we're looking at river access, it would be prudent to work with the provincial counterparts to address the whole system from Calgary to Caresland
- I think more sites are better. The map doesn't indicate which side of the river they are on. It would be nice to have some full service launches on the east side of the river. A challenge with the fish creek launch is the travel to get the vehicle south as one must go back to Bow bottom trail and Deerfoot or through canyon meadows to Macleod
- On the Bow: Bowness Park is no longer convenient for canoe uses; Point Mackay (no longer possible near Extreme Bean Cafe);



- 17th Ave. SW. This is the only access site to Harvey Passage play site. Distance 1 km = long Portage. Could a closer parking lot be constructed?
- I am totally opposed to the 4 Erlton Sites, which include 26th Ave, Elbow Towers, Erlton and Lindsey Park. First, the first three are within a very tight radius, and I fail to see why one needs so many access points so close together. To hardscape (paving, signs, toilets) large portions of the Elbow river in those areas is really an eyesore and takes away from the enjoyment of the riverbank as a natural feature while walking in the area. We should attempt to naturalize the riverbank, using methods for flood mitigation in an area where flood damage was extensive. The 25th Avenue bridge leads to one of the major traffic problems in the city, there is currently no parking, and the issue will get worse once the large development at the corner of Macleod and 25th Avenue is started. While I am a resident of Erlton, I do believe the approach generally in hardscaping our river banks in so many spots is totally misguided. Recreation does not only include rafting down the river, but also walking and enjoying nature, which is not helped with paving, excessive signage, toilets etc around every corner of the Elbow river around Erlton.
- stoney trail - has been closed in the Spring in the past
- NOT sure
- 8 Street – no parking, long carry
- Prince's island – too long a carry for canoeists
- See above
- All the sites along the Elbow River. All are currently used, in most cases there is insufficient parking, rowdy users currently cause conflicts with nearby residents, drinking causes public disorder - urinating in the river, on the bank, and on private property, swearing, etc., and there is no Bylaw enforcement. It's only recently that Alberta Health Services has been monitoring the river for E. coli. Since they started doing a professional job, there are continual and lengthy warning periods. The high readings are due to waste from human and animal use, discharge from storm sewers, and low stream flow. These are exacerbated by warm conditions and shallow water, precisely when the river is most used.
- Not sure if it's your map or the actual proposed sites.
 - Douglas Dale, wouldn't it be better for the access to be just north 100-200 meters of the proposed site so that the parking lot at Douglas Range Road could be used.
 - Seton/72Ave, during some of the higher run off years the proposed boat ramp would be on an island as water flows along the high bank, water can be seen in the google map view even now, not that that is a bad thing it may just make this proposed access more expensive, it could be moved west 100-200 meters.
 - Frenchman's/Ralph Klien Outflow, this ramp is located downstream of the outflow pond which can't be accessed as shown, it should be located west 100-200 meters
- Why is there not a site across from the curling club under the 3rd street bridge? It has so much raft traffic it needs a plan.
- Ed worthy - bike path is too busy to carry boats, too many users not enough space. Riverfront ave - too steep bank, not great parking.
- I like them all. The more the merrier
- No issues with the chosen sites - more questions/issues with respect to how they are developed. Consideration should be given to placing concrete barriers (that don't interfere with high water river flows) along any boat launches to prevent people from driving up/down the bank on the gravel. Also, each site should be equipped with signage with respect to allowable river uses - particularly NO DOGS OFF LEASH along/in river (other than designated off leash areas, of course).



- None
- None.
- It would appear that there is nothing new below fish creek that is a full access site.
- I do not see policemen's flats mentioned as a site. Is this because it is in the foothills. It is very important to fully rebuild this with safety in mind. It has had many near death occurrences since the 2013 flood. Any high water makes entry into this launch nearly impossible to navigate unless you are fully equipped to do so.
- They are all good.
- Perhaps we don't as many sites in the southern half of the city as the map shows as this section already has the best options with Glenmore, Police and Policeman's Flats. However, the more the better within the realistic budget.
- Looking at the map, it seems like there are few locations with launches in close proximity to each other - Bonnybrook and Ogden, Seton and Police.
- All sites are excellent but we should have more on both sides.
- Ogden Bridge? I assume you mean Bonnybrook Bridge. Why is it on the map? Not aware there is a boat launch here, at least one open to the public. Issues here of access to river. Too close to Inglewood and Graves Bridge launches to be useful?
No hand launches south of Inglewood on Bow. Why? Several sites need to be considered. Carburn and Beaverdam (Old Refinery Park) being a couple of sites.
Several of these sites have no public access.
Graves bridge. Launch crosses pathway, creating major safety issue. Poorly thought out.
- St Patricks Island because the parking is usually full from the zoo users. Has it been changed with work to the flood protect the island because I don't recall it being a full service launch.
17th Ave because I can't tell how I'm supposed to access it, or where I'm supposed to park.
It is hard to comment on many of these locations because I didn't know they existed and don't know how you'd access them.
- None
- There is a lack of access/launching around Crowchild Trail Bridge.
- I only have a small concern with sites like Graves bridge where some people access the river and drive their 4x4 trucks through the river beds. Though it is hard to offer flyfishermen a place to put boats in without having others abuse the space.
- I believe there is room for all these launches as the more launches we have the less crowded they will be .
- None, they are all great options.
- While other launches would be nice and provide more options, to me the most important launches are the ones mentioned above - as they result in increased water being accessible. To me, the next criteria after opening up the river that could be considered could be proximity to existing launches. I.e build/open launches first in areas with a long distance between two launches. I don't have any issues with the potential launch sites proposed otherwise.
- 1. Graves Bridge should (continue?) to be a full service launch. One of the best sites. I realize there is a flood protection project happening, but a temporary berm could be constructed in the entrance to the parking lot.
2. Douglasdale - isn't this prone to flood damage?
3. Seton. Redundant with Policeman's Flats (unless this is decommissioned, but I believe this area is trying to become a conservation area).
- I like them all. The more access to our amazing resource the better.



- The map is not clear on which bank each proposed launch is planned. Increasing clarity here may solicit increased feedback. I have no concerns about any particular proposed launch.
- I'm not entirely sure that a launch is needed at both Odgen Bridge and Bonnybrook, due to the proximity.
- I'm not sure if the Frenchmans/RK outflow is required. But the more access the better!

Are there any locations that are not shown that should be considered? Why? If you are able to, please provide GPS coordinates or approximate location.

- Around Glenmore - Perhaps a hand launch on either side of the Glenmore dam to be able to portage from the reservoir to the river? Perhaps a small hand launch / docking area closer to Glenmore landing?
Along the bow - A hand launch close to Sikome lake would be useful for the ability for boaters to back out to the bus / ctrain system (via route 78) to get back to where the boats were launched from without having to arrange multiple cars driving back and forth (leaving a car at an "out" ramp ahead of time, etc.) .
- No others should be considered
- I always thought that the east or west side of the river downstream of the calf robe bridge/ waste water treatment plant would be a good location. The area could be accessed from 50th Avenue on the east side or 13th street southeast. The gradient is not steep and looks like there would be lots of room for a boat launch with vehicle access.
- Quarry Park/Riverside should have an access point. As should Millican/Ogden/Lynnview, and the east side of Inglewood.
- Down in the Chapparal Valley.
- at 37st NW and the bow river
- Cranston and Deerfoot
- No other additional locations
- Is there a launch across from the southland dog park - in Riverbend? I see an access here when I float by, but it is not open. If this is an existing City launch it could be opened with little investment and could serve as a good trailered boat access.
- N/A
- There is a boat launch in Quarry Park (east side of Bow) - why is that not being considered?
- There should be a site near the curling club, near Price's Island Park
- Two that I can think of immediately are Quarry Park (already partially developed launch). As well as one at the Deerfoot extender bridge. There is an excellent location on the north side of the river basically directly under the bridge or on the south side downstream from the bridge. Again inside corners (subtle though) at both locations.
- No i believe that this is a comprehensive list. It would be good to know exact positioning of the ramps as these will all be used by non motorized craft safety of the users needs to be considered. IE not putting the ramp at the apex of a corner of the river.
- Bearpaw resivour. It would be nice to fish or even take the kids out with out getting a parking ticket
- There is a boat launch north of the Enmax power station on the East side. There is no access now but the land remains undeveloped in Quarry Park.
- Deerfoot on the north side of river in Cranston near bridge. There is already roads and construction going on. People drive there right now anyway. 50°51'18.5"N 113°58'17.5"W



Old Lafarge gravel pits off 120st SE/210ave SE 50°51'34.3"N 113°52'16.9"W There is great access here and was supposedly slated to be a park.

- Anything further south that can be improved on for an alternative to Policeman's Flats? Policeman's is a brutal pull out
- a.Are there vacant residential lots in Roxboro, Rideau or Riverdale that could serve as hand launch sites?Caution about availability of parking and potential neighborhood conflicts.
 - b.While development at Haskayne still a while off, should there be plans for a launch site at Bears paw dam?
- no
- You have at least two other options nearby:
 - Edworthy Park has parking in place on both sides of the river and multiple places for easy walk in, without having to disrupt the shoreline.
 - Shouldice dog walking park is huge and a portion of that area could easily be used to accommodate additional parking (if necessary) and provide easy access to the river with no disruption to other users.
- Carburn Park - this is a residential area. The roadway would also cut into existing Calgary Pathways. Moreover, this is in conflict with Calgary Parks initiative to 'rehabilitate' the park.....(the overall master plan)...which says to naturalize the park. Hence this is why they did not replace the playgroud and removed picnic sites. Therefore, now they want to add road access. This in turn is a conflict of interest for the City and it's so-called commitment to environmental concerns. Additionally, per above, it's already heavily used in the summer between other activites...full size boat ramp does not fit in this residential and 'natural' area.
- Bowness Lagoon access should be revisited to allow ALL users (not just those who spend money to rent canoes and peddle boats from the rental shop - especially in this economy, that's a slap in the face to a lot of people. Why is the city nickel and diming us? Why do we have to spend money to be allow on a PUBLIC waterway?).
- A partial half way from Bears paw to the weir would be nice. Near Crowchild.
- A launch in Bowness would be nice. Visiting friends in the neighborhood it appears there are a number of empty lots of houses that were ruined after the flood. Perhaps one of these can be turned into a launch site?

I see that Cranston was removed. This is a shame as there is really good fishing here, for which access has already become constricted due to the development in the area. Perhaps an alternative could be something on the other side of the river around 194th Ave?
- Other areas where the river flow could be modified to create play waves for surfing and kayaking.
- The east Village site would also be a great location for a wave surf site and would accentuate the existing forward thinking amenities/projects in this area. Great exposure for the sport of river surfing and a unique experience for the community and visiting pedestrians.
- The east bank of the Bow opposite the Fish Creek launch is already being used as a hand launch. For example, we live very near this point (walking distance), but getting to the Fish Creek launch is a 20 minute drive. When we use pontoon boats for fishing, we like to launch and take out on the same side of the river that we live on. Good access on both sides is important
- Yes, the wave located near the 10th street bridge in Kensington is an area both myself and an ever growing group of surfers and kayakers use whenever the river levels allow. This is an amazing spot for healthy physical and social activity. Please contact the Alberta River Surfing Associastion for input on how we can best develop this area!
- None

- River left underneath Stoney Trail SE bridge, just downstream from Fish Creek - Best option as a put-in for a day paddle down to Mackinnon Flats. Easy vehicle shuttle compared with the Fish Creek put-in.

Access to the rapids at the Harvey Passage would be good. These rapids are a great learning feature for teaching paddling as well as for advanced paddlers."

I think you need to consider the environmental impact of it all more closely. Some of the areas which were 'created' during the flood should be encouraged to get back to their natural habitat like the City does along Lyndsay park riverbanks.
- I float on the south part of the city so only know this stretch of the river, although I may consider above Harvey passage if the launches work or I have a raft/boat that can be used at the launches. Not sure where the douglasdale launch will be but I do use the ball diamond at douglasdale along the river to hand launch a pontoon boat. I would like to be able to put a drift boat in here.

I understand the newly created launch at Quarry park is restricted for access. Are there any plans for the old LaFarge area at the Ivor Strong bridge or is there access immediately downstream of this bridge?

Chaparral has a developed area down by the river where the waste treatment plant is also at. This would be a good place to take out if built and protected to minimize and risk of trying to take out at policemen's flats. The same could be said for the other side at Cranston where a rivers edge community is also well into construction. Not sure where the Seton plans will be for or if this will just double up that area
- Bankside picnic site in Fish Creek (generally good access and facilities, useful to create shorter trip options); Stoney Trail SE, east side under bridge on 24th St SE (critical for launching on trips to McKinnon Flats to reduce shuttle distance); confluence of Bow and Elbow, near 8th St and 7th Ave SE (useful as take-out for trips on both Elbow and Bow); Behind Stampede Park horse barns (not for access: legal status needs to be clarified for it to be used as a rest stop to watch Stampede fireworks)
- It would be good if the canoe entry point near Bear's Paw Dam be reopened to the public. It allows a longer stretch of river to be available, and was loved by residents of the northwest and those who wanted a more peaceful paddle. It has been closed by CPR because it involves crossing a railway track.
- What about Nose Creek? It is not consistently paddlable, but it is convenient to many areas of the city, and a nice change of pace from the Bow and Elbow.

On the Bow - Pullout just west of poppy plaza (north side of Bow) onto the bike path. Convenient for residents of Kensington - we can portage home.

At the bottom of Bears paw Dam - I believe it has been closed due to railway safety concerns, but there must be a way to deal with that. It is a good location because of all the room, and it gives a longer run down to the city.
- on Bow River at east end of Highway 22X bridge – good location

on Elbow River across from Fort Calgary – good location
- Does a River Access Strategy include more than boats and launches?

Maybe there could be more than two tabs for just boat launches and walk-in hand launches.

Could the Strategy also include fishing access; walking/sit by the river access; dog access; and bird watching access?

For example, where can you get access to view the river, deer, birds, forest and scenery?

Where can you walk down to the river edge to fish?

Where are the good locations for photographing the valley, cityscape and river?"



- Why isn't the Fire Department ramp just north of the Douglas Dale Bridge included?
- Hwy 201 at Mckenzie. Under the bridge is a good launch site, good parking. Fish hatchery/weir. Good parking, underused site, close to the portage route around the weir. I trust the Province will rehabilitate the portage for safety reasons. Tuscany access to Bearspaw Reservoir. CP has closed the traditional path.
- On the one hand, I wish there was better river access in my neighbourhood of Valley Ridge (west of Valley Ridge Golf Course). However, the space is quite limited so it's probably best to leave it out of development plans. However, I wonder if a spot could be developed across the river from that. I don't think that area is very accessible by vehicle; I don't know who owns it.
- Why is there not a site across from the curling club under the 3rd street bridge? It has so much raft traffic it needs a plan.
- Pierce estate park/fish hatchery - access river features. Access from park or access road opposite side of River.
Stony trail/Mckenzie meadows access - east side of River access,
- Glenmore Reservoir
- -The Sprint and Rowing Club should be indicated as facilities (like the surf wave)
-There is also a proposed slalom venue for Glenmore
- Western Irrigation Canal
-People paddle around at Bow Waters Canoe Club a lot and paddle down it to Chestermere. If this is a City-wide project, then the canal should be included
-Bow Waters Canoe Club should be a recognized launch location.
-There should be several other evenly spaced locations right down to Chestermere to connect this water trail
-The Slalom Kayak site at Bow Waters should be indicated (like the surf spot at 10th St)

Harvie Passage

- This should be on the map (as is the surf wave)
- This site will have plenty of launches when open
- The City is in the process of joining the fray of managing HP so don't ignore it just because it is 'owned' by the Province
- N/A
- 8 St SE at the confluence of Elbow and Bow Rivers
- A trailered boat launch right at Bearspaw dam would be nice.
- If possible something around the highwood River confluence
- One at Bears Paw Dam or closely downstream. The access to this part of the river is encumbered by golf courses and other private ownership to this unique piece of water. The risk of rail traffic is the commonly quoted reason users (both shore users and boat users) are blocked from this section but the same rail traffic gets through Edworthy Park and that risk has been mitigated in a Park with a much higher user base.
- Why no hand launch at Edworthy?
- There needs to be appropriate hand launches above and below the Weir/Harvie Passage.
- Would be nice if Frenchman's was a boat launch, not just a hand launch. It is a prime location for a boat launch on the lower river.
- Again, Along Crowchild Trail Bridge where a boat launch was destroyed by the flood is a good site.
- None to my knowledge.



- I would like to see a launch under the Ivor Strong bridge on the west side under the bridge. Seems like it would be an easy launch as there is already a road down under the bridge and a gravel pad and parking could be added quite easily. I often hand launch from there now.
- No, it appears that the proposed launches are spaced adequately.
- I don't think so.
- 51.102933, -114.264875. Former CP level crossing that was closed. Build an underground culvert and provide a hand launch. This is the best location to float the upper river, which is a fantastic location from a visitor experience perspective. Superior to the Baker Park launch for canoes and rafts.
- NA
- yes, access closer to bearspaw
- I don't see Glenmore as a boat launch anymore. It would take very little work to make it usable again.
- The Quarry Park boat launch that is currently restricted to fire boats is a great launch, that for whatever reason is locked to the public. Would be a simple upgrade of the parking lot to make this a fully functional launch.
- I would like to see the Cranston launch a full service launch. Although the river distance between it and Fish Creek are very close, the driving distance from one to the other is quite significant. I would also like to see the Douglasdale launch a full service

What river access sites do you consider high priority for development? Why?

- None, leave it as it is. The river bank has been designated as erosion hotspots and fragile by the city, there is no justification in furthering any development for any river access.
- I would say 17th ave or Ogden would be priority if looking to make existing launches more user friendly. For new launches, the east side of the river below the calf robe bridge would be my preference.
- To be honest I don't see the need for development, the rivers in Calgary are already more than accessible to the public in so many locations. People hop in and out of the river all over the place and do not need additional parking or facilities to do so. Even if these developments proceed it will not change this behavior. If anything it will make it easier for the party crowds to hang out at these locations with their party beverages and bring more on their rafts than they would otherwise, which will create a lot more problems than it solves.
- Seton/72 Ave. Opens access to the north side of the river for quicker access.
Douglasdale - perfect mid point on the south end of the city.
areas like Glenmore underpass - and areas near parks like Bowness as there are multi use areas and staff patrolling and garbage collection
In general, there should be no locations along the Elbow considered for development. There is already enough development and the riparian health of the Elbow is under stress.
- Shouldice Park or Stoney Trail - to allow for access north of the city which doesn't currently exist.
Ogden or Carburn Park - if Graves bridge access is closed down or restricted one of these should be implemented to make up for it.
- Graves bridge and Seton/72nd should be top priorities for development. These are existing locations that need to be upgraded.
- Harvie Passage and Bowness for surfing.
- Graves bridge



- I think it is especially critical to develop the ability to take a trailered drift boat in the upper section of the city and be able to take out about the WID location. The absolutely best scenario is to be able to float through the WID area in the proposed low flow channel as that would allow some tremendous possibilities for fishing right through down town and be a completely unique tourism opportunity to promote with our great down town.
The other critical area and on the outskirts of the city limits. Once you get past policeman's flats it is 24km until the next boat launch. So the one at Seton is extremely important as well as one further down around the shepard storm drain would prove to extremely useful.
- I would suggest that the Seaton launch be considered high priority as the existing option in this area is critical to river users but poses a very large safety risk. Policemans flats is also not fit for use but due to the critical location large numbers of boats are launched and taken out every day. (Not sure exact numbers but local shuttle companies could provide a rough number)
- None
- Ogden- This will be easy to do, and gives an upstream trailer access from Glenmore
Glenmore- This needs a fence/Boulders to keep idiots off and maintain trailer access
Carburn- East side access point
Ivor Strong- Trailer access if Quarry park can not be secured
Douglasdale- East side access #2
Cranston/Seton- Safer access than Policemans flats (A few boats have been sunk at that location!!)
Lafarge Pits (120st/210ave)- Lower access point to reduce fishing pressure between 22x and McKinnon)
- Seton and Douglasdale as they provide additional launch an pull out opportunities
- none. we do not need to encourage boat usage on our river
- Graves Bridge - easy solution. Just fix it up vs. disturbing a residential area with an entirely new site?
- I think there should be some thought into the parking situation at Edworthy Park (on both sides of the river). It is such a well-used area that parking is very rare in the summer, which causes many people to park illegally and block traffic. Also - leaving the parking lot on the south side of Edworthy unpaved and overflow parking on grass results in many pot holes, mud, and general confusion for "weekend warriors" who do not park appropriately due to lack of lines painted for parking stalls. More often than not, less cars are able to park in the parking lot than there should be because people leave too much space between vehicles.
- Glenmore and South to assist the guiding community and the Rec users. Also with proper launches it might stop people from driving on the banks at Glenmore.
Next the NW ones are much needed. The access now is terrible and I would use these a couple times a week if I had the option.
- Shouldice, Stoney Trail, 17th Avenue, Ogden Bridge, Douglasdale, Seton. The south end is currently accessible via the Glenmore launch to fish creek.
- Ivor Strong Bridge is number one.
- Seton-Provides a safe alternative to Policemans' Flats, for which there have already been numerous accidents after the flood.
Douglasdale-Great addition for the fishing community.
- Stoney Trail-Provides new access for the ""Upper Bow.""
- 17th Ave-Paired with Stoney, provides new access for the ""Upper Bow"". However, Stoney to 17th would be a long float, and if there was another alternative upstream I would likely prioritize that over 17th Ave.



- I am a kayaker, canoeist and surfer. I love having the ability to play and enjoy the river without leaving the city. This makes an already great city even better.
- I am obviously a biased river surfer, so the surf areas are of my highest priority:) The community is growing not only in our city but across the world. It gives another reason for our community to get out and enjoy our city and also markets others to come visit.
- Anything downstream of Fish Creek - Policeman's Flats is a mess and it's scary trying to get into the improvised launch.
- I am very interested in expanding and improving the 10th street bridge wave area and Harvie Passage. Both these sites have amazing potential for community building, tourism, and physical activity as well as adding even more "cool" factor to our city.
- 10th Street bridge, because it's the only local surf wave around & with the sport rapidly growing & gaining interest it often becomes too crowded & people will start trying to find other waves far from the city which are potentially be unsafe. River surfing draws lots of interest & can & does increase another special thing that can be done for tourists visiting Calgary.
- 10 street wave needs attention because it (riversurfing) will become more popular. Perhaps decking and table for viewing and to stop erosion.
- 10th St wave is in a high traffic (local and tourist) area.
- I think the 10th street bridge should be considered high priority as river surfing is a quickly growing sport and the location does not adequately accommodate the volume of surfers
- No development at the 10th Street Surf Wave
- I would like to see more river wave development at other points along the bow, such as near the harvie passage area that could be enjoyed by surfers and kayakers.
- All the ones mentioned above.
- Areas that are near potential or existing parking spaces and that are outside of busy parks would be best. Montgomery Home, Point McKay, look to be a good locations. Boat launch area near weir for hand launch is important for safety of public and should be high priority.
- I think Douglasdale would be a high priority as this gives an option for a shorter trip to put in at or take out at.
17th Ave is also a priority as this used to be an active launch before it was locked with little understanding of why and all the amenities are already there.
Seton or Cranston would also be priorities as these could provide a safer exit opportunity to the current police mans flats launch area. It is my understanding that the launch at police mans flats is provincial and there does not seem to be consideration to manage or improve this launch
- East side Bow under Stoney Trail SE bridge; as above, critical for trips to McKinnon Flats; 17th Ave SE; best launch spot for trips on downstream half of Bow; Sandy Beach to stabilize and improve riverbank
- Bears paw Dam - see above - it is a natural upstream starting point.
- Stoney Trail, Montgomery or Point Mckay, Inglewood 12 St., 17 Avenue, Graves, Douglasdale South
- Sites south of the 22x bridge (south of fish creek park)
We presently only have one boat launch (police man's flats) south of fish creek and it gets far to much pressure and crowding
- Any along the Bow River. High flow rates keep the river healthy and there are few locations where use would negatively impact the peaceful enjoyment of private residences.
- 17th aAve, Douglas Dale and Frenchman's. Most of the other proposed sites are between these three or our existing access points these would offer the most diversery in access points when looking at out existing ramps.



- Tuscany to Bears paw. People are going to cross there and the danger is high. From Cochrane there are no access points until Stony Trail. There is no current across the reservoir and it must be paddled for its whole length. The portage around the dam has been neglected.
- Home Road has a decent sized parking lot. That might be a good location for more development.
- Why is there not a site across from the curling club under the 3rd street bridge? It has so much raft traffic it needs a plan.
- Bowness park - volume
- Point McKay - prevent erosion
- Pearce estate - in conjunction with River feature redo
- Fish creek boat ramp - add hand launch location ease congestion
- Having the boat launches be more major access points would be a good start. They work for everyone.
- N/A
- Shouldice, St. Patrick's Island, 17 Ave SE - reopen to public , Ogden Bridge, Graves Bridge,
- St Patricks, Stoney, Shouldice, 17th ave, are high priority. This area of the bow river has had limited access for years. Its time it is opened back up to the public. Following those three, frenchmans and cranston
- Frenchmans, older launch that needs to re activated. Relieve some pressure on policemen, fish creek etc. Distribute boats on river, increases whole river experience, reduces pressure on fish & less conflicts between fisherman.
- Shouldice, and Stoney trail, as there is no access in this part of the city.
St. Patrick's island, would be next on my list as it is a beautiful area already and people floating through downtown would make for an easy take out, if you are going down the Bow or Elbow.
- More in the NW as already stated. I would rather see fewer high quality spots with ample parking than a lot of hard to use sites.
- Frenchman's and Cranston - will lessen river congestion at the south edge of the city currently caused by limited access points (Fish Creek and Police)
- Any in the NW of Calgary, currently users don't an access point above the Wier.
- Inglewood downstream of weir. Decision on Graves Bridge is also a high priority. Vehicle access needs to be controlled. Both at the ramp and along the riverbank. Probably the highest priority on Bow.
- Graves Bridge. This site is heavily used, and must be developed in a way to ensure only proper boat access.
- Shouldice, St. Patrick's, Ogden. These allow for reasonable float durations in the upper city.
- More trash cans along all river pathways would be beneficial to keep areas clean and friendly.
- None currently.
- The launches to the north and south ends should be a priority.
- Graves bridge could use improvement. It is not clear that accessing the river north of the bridge is off limits and I see many vehicles driving north under the bridge. Better signage would definitely help.
- 1. Just below Harvie passage, such as 17th ave. to open up the river to drift boats from 17th - glenmore
- 2. Re-opening access to Stony trail and :shouldice, along with opening a launch at st Patrick's island, to open up the upper stretch of the river to drift boats.
- Graves Bridge. A classic.
Ralph Klein Outflow. Would provide great access for wade fisherman as well."



Something in the city NW and something upstream and downstream of Harvie passage. See first response.

- stoney and shouldice ,st patricks, ogden so we can float the city section
- Baker park, Shouldice, St Patrick's Island. These are the only large boat/trailer accessible launches in the North.
- This may sound odd but all of them are a priority. The amount of misuse due to a severe lack of sites is appalling.
- I think the launch upstream and downstream of the WID weir will be helpful, as well as the launches downstream of Cranston are of great importance to the river and it's users.
- The 17ave bridge is high priority, it was previously existing. The douglasdale and cranson would be high priority for the south, Stoney and Shouldice for the north.
- All the current boat launch sites that have ramps, need to be opened, washrooms and garbage facilities need to be added. All the hand launch sites should be signed for people to know they are there.

What amenities would you like to be included at river access sites?

- Garbage. Garbage. Garbage. A big garbage would be good, because if someone breaks a paddle or has something big and awkward sometimes they put the paddle in the garbage and then there's no room for other garbage.
- None at all
- Keep is simple, gravel parking lot, boat launch, concrete barricades, and garbage bins. After hours seasonal gate locking.
- Basic ""walk to"" access - with put in and put points for smaller craft.
For larger sites, the ability for businesses to operate (rentals, coffee shops, restaurants, et cetera).
- Gear washing stations! Toilets!
- Frequent garbage collection and monitoring parking
- Garbage bins. Bathrooms. Benches.
It would be nice if you could create eddies to provide a calm spot to put boats in and out of the river.
- Garbage bins, and Porta-potties are a must.
- I do not need amenities although garbage cans are helpful.
- Dedicated parking
- Parking for vehicles and trailers
- Bathrooms
- Information Boards (Eg. Respectful River use, Information on Habitat Protection and Stewardship, etc) - similar to what's at Fish Creek launch
- Equipment wash station (in light of whirling disease...and didymo)
- Showers, change-rooms, bathrooms and parking
- Washrooms, parking
- Garbage bins for the discarded rafts. rafters leave them on the shore all the time.
- Again to have developed washrooms at the fully developed boat launch sites would be light years ahead of what we have now. Then portapotty's at the less developed sites. The portable ones would not have to be there all year long. From March/April through October/November would be perfectly adequate.
At the fully developed sites if there were food trucks or snack stands open on weekends for example I think would be an excellent unique business opportunity.



- Maintained bathrooms are a key to access sites to keep people from using the bushes or trees. Secondly garbage and recycling recepticals are key to reduce littering
Signage that indicates ramps are for launching and landing watercraft and that all preparations and clean up be done off the ramp.
Lighting at full boat launches
- Garbage and bathrooms
- Decent, simple ramp for trailered boats (preferably with light at night for safety). Parking that has room to turn around. Lots of signs about rules!!! GARBAGE CANS!!!
- Dual trailer paved launches, plumbed toilets, gear washing facility (to prevent spread of things like whirling disease), RECYCLE bins and trash bins. In summer would like to see the launches open until midnight. LOTS of secure parking (in CCTV cameras to deter breaking) and with truck/trailer only spots
Lock box drop of for keys for shuttle services.
- Provision of services beyond washrooms and garbage is not necessary. The purpose of this project is to offer safe access at sites where impact on the environment can be minimized, not to provide additional recreational services and amenities. Picnic tables, food trucks and cafes, where not already provided at existing parks, will encourage loitering or even treatment as a destination or event venue and heavier use of the sites, potentially causing additional negative impact on the shore. Any augmentation of picnic sites, and access to convenience food should be focused at existing parks. That said, we recognize that if an appropriate site is not available, people may be inclined to create their own location to celebrate a successful float! At there appropriately located and serviced parks along the lower reaches of the Bow River in particular to adequately accommodate this activity without cause impact on the environment or conflict with existing users?
- none, please leave the river alone. it doesn't need further development to encourage the use of boats.
- fix up Graves Bridge site. Great location for big boats, specificall the commerical fishermen (fly tours) operations.
- Giving all non-motorized water crafts equal access is something the City needs to seriously consider. Namely, giving Stand Up Paddlers access to the Glenmore Reservoir and Bowness Lagoon.
Many other cities allow access on their reservoirs - Canmore and many lakes that feed water to Edmonton are 2 examples.
Stand Up Paddling is no different from rowing, sailing, canoeing, or kayaking. The fact that there is a ban on SUP boards on the reservoir but not the other mentioned water crafts is ridiculous.
In addition, allowing only canoes and peddle boats that are rented through the Bowness rental shop on the Bowness Lagoon is extremely unacceptable. The city is punishing those who spend their own money on good gear and equipment and trying to nickel and dime them into renting equipment that they already have. Not only is the City taking away a water access point for experienced watermen and women, but they are also taking away an amazing location for beginners to take lessons or SUPyoga enthusiasts to practice on calm waters in a safe environment.
Users with their own water crafts (INCLUDING SUPs) should be allowed access on the Bowness Lagoon.
- They need to be kept simple. Washrooms, parking and a nice ramp. Look at the Missouri River near the town of Craig Montana for an example of great boat launches.
- Good trailer parking that is marked. Washrooms would be nice, but port a potties a more than adequate.



- Paved launch, garbage cans, emergency phones.
- It would be nice to see trash/recycling at all launch sites. At full access, it would be nice to see washroom/change facilities and ample parking for boat trailers. Message boards for community events (e.g. fishing community fundraisers, etc.) would be a nice add-on. After all launches are open, it would be nice to have an access survey be completed and those that have the most use could benefit from refreshment stands or food trucks.
- Good Lighting, bathrooms/change rooms, and seating/viewing areas overlooking the water.
- Viewing decks for people to watch events
 - Change areas
 - Underwater lighting
- none
- Plenty of parking. Washroom facilities and garbage cans would be nice. A boat staging area like the Fish Creek launch is nice too. Don't know exactly how this could be accomplished, but car break ins have been a big issue at launch sites. Security cameras maybe?
- We could really use better stairs and launching platforms near the river surf and kayaking waves. Harvie Passage could really benefit from input from our river surfing and kayaking experts. This would make for far safer and usable water flow! The Alberta River Surfing Association has already designed and built similar projects in Europe and Oregon, we should be using their help here in our own backyard! Washrooms would also be a very welcome addition.
- Surf Wave, Save access, viewing spots (benches, stands maybe even with roof, no walls needed)
 - Street light, surfboard rack
- Decking, tables, maybe change room. Lighting would be nice for night time.
- A washroom and a water fountain would be great. Outdoor shower to rinse off after would also be nice.
- A bench would be nice.
- No amenities are required at the 10th Street Surf Wave
- Reinforced banks to reduce erosion from people and equipment coming in and out. Garbage and recycling containers nearby.
- Washrooms/outhouses. Parking within 100 m of launch site.
- Parking, toilets would be beneficial. It is probably best to keep areas for taking in and out and not build in picnic sites or group facilities.
- Washrooms; Garbage
- Washrooms and concrete ramps, plus parking for trailers
- Washrooms are always good but can be planned around if not available. There are stops along the way that users can stop at to use the other washrooms along the way. Maps of launch points and estimated float times (high water and low water flow rates). Could be on a message board where river hazards can be communicated to users such as the rebar incident or unsafe banks, other restroom services or shelters. Could also have a listing of the city website to get information to users and safe river use requirements. Discreet signage upstream from the launches, especially for new ones built to inform users of the side of river to be on. Not sure if cell signals are strong where launches are planned but may want to consider signal boosters on street lights, if being considered, or other close buildings or structures. This may be contentious if not aesthetically pleasing.
- garbage bins; latrines



- Potti and parking .
- Toilets - we are heading out for hours on our boats; we would at least like to start with empty bladders.
- Room to park that doesn't get in the way of other people.
- Some steps at point McKay or a designated path up to the pathway would be nice.
- outhouses, changing rooms, parking lot
- Trailer boat ramps wherever possible. Outhouses are a nice feature as well as garbage and recycling bins to prevent littering
- Parking and washrooms at a minimum.
- Washrooms
- Amenities are a maintenance headache. Skip them.
- Nothing really. Don't spoil the natural beauty. Water fountains?
- Toilets and drinking water.
- Garbage/recycling all sites
- Info board all sites
- Bathrooms some high volume sites
- Toilets, Garbage, Picknick tables/shelters
- Simple change rooms right next to the parking lot might encourage people to use them. If they have to walk more than 20m, they'll just change at the car.
- As noted above, prevention/discouragement of illegal or prohibited activities such as dogs off leash are more of a concern.
- Boat Ramp, good parking, toilets, park benches, garbage bins & maintenance of site.
- Gear washing stations at full service boat launches. Toilets.
- An actual cement ramp. Garbage bins that are regularly emptied. Anti poaching signs.
- If full access site with ramp, make the ramp with safety in mind, consider the conditions in all types of conditions for both launching a craft & landing a craft.
- Garbage, bathrooms, and parking for about 20 truck trailer pairs, at the major ones (Full service),
- -Portable toilets
- -garbage cans and recycling
- - parking
- - absolutely must have proper signage for fishing regulations
- - absolutely must have reminders about littering
- - absolutely must have signage for river etiquette
- - wildlife information
- - maps showing take-outs at other sites downstream
- Within the city, washroom facilities and maintained garbage bins - heavy rafting use in the summer. Outside/edge of the city, minimal facilities are required - ample parking.
- Garbage cans, adequate instructions to using the access site.
- There should be toilet and garbage facilities at the river access sites.
- garbage cans, washrooms.
- Garbage disposal, recycling. Public washrooms.
- At high traffic areas having washrooms, garbage's, and recycling (optional). Also at all sites have visible signage warning about the detrimental impacts of driving cars/trucks on river beds (fish habitat, changing sediment structure, pollutants, compaction, etc...).
- Parking, outhouse and garbage bins is all that is needed.



- Washrooms at full service sites would be wonderful! Also, I'm not sure it's a reasonable request, but a place to rinse gear and boats would be ideal and would help prevent the spread of disease into other river systems.
- 1. Additional signage about fishing regulations, restrictions, closures.
2. Dedicated Parking for trailered vehicles
- Please clarify the difference between full service and partial service boat launches. The icon for a partial services launch looks like a hand launch. Is this correct?
Full Service: Ample trailer parking. Garbage cans. Staging area for boats preparing to launch. Washrooms. Clear rules of river etiquette and angling regulations.
Partial Service: Limited trailer parking (or none). Garbage cans. Clear rules of river etiquette and angling regulations.
- Washrooms and garbage
- Parking and garbage collection. After these key features, signage and educational postings.
- Trash is a problem all along the riverbank, so trash- and recycling bins at these sites is a no brainer.
- parking, garbage and toilet but obviously on a case by case basis
- Trailer parking, boat launching and rigging space.
- Restrooms and garbage facilities.
- Garbage bins that are actually cleaned out routinely, followed by washrooms. Garbage is always an issue at these sites.
- Permanent launch facilities, concrete boat ramp and a parking area for vehicles and trailers.
- Washroom, Garbage are ESSENTIAL. As for picnic tables and benches, they are nice to have for people who have to wait for their shuttle.

What can the City of Calgary do to better promote river access sites and provide education to promote appropriate behaviours?

- Perhaps something about "river etiquette"? ie what to bring what not to bring, where to enter / how to get out. I don't know where Harvie passage is but it worries but. Maybe put on "river skills" courses at leisure centers, rec centers, etc.
- River access sites do not need to be promoted in any way, most people who are interested in this already know about Sandy Beach
- Signage at boat launch sites would be helpful. better access locations downstream of the 17th avenue bridge.
- City operated shuttle service. With on one really in operation, it would be nice to have options! Posting of rules and regulations! There is a lot of illegal activity that goes on and no one seems to get fined for it!
- Patrol by bylaw officers
- Signage at boat launches. Social media and promotion on TV news and newspapers.
- Better enforcement of the existing bylaws, ie, alcohol, lifejackets and littering.
- Launch public education initiatives at access points, better signage on what appropriate behaviours are on our rivers.
- I can't find a more appropriate place to put this comment.
There should be a single source/page that contains information about all the access points and open/closed information.(right now it's all over the place)



Also, launches shouldn't have a set open/closed date, it should be weather/launch condition dependent. It sucks when the weather is good (a late fall or an early spring) yet the launches are closed simply because there's a set open/closed date associated with them.

- I would be in favour of a user pay system for the boat launch sites. A modest fee for a seasonal pass would go a long ways to off set the costs involved and make people a lot more accountable.
- Build a user friendly website.
- More police presence? Fines for publicly consuming alcohol?
- Signage of the rules and expected behaviour is a good first step. Hire at least one or two "river watch" enforcement type officers who have the authority to hand out tickets for alcohol abuse, fisheries infractions, etc. These could be temporary "summer positions" and these people only work along the rivers. The current enforcement officers are WAY under staffed and badly need help. Signs regarding boat launch use is critical. People need to "set up" away from the actual launch then only use the launch for the 2-3min it takes to actually launch the boat.
- I think that additional information could be provided in city distributed literature as well as you tube advertisements. Also like at dog parks organized days for awareness campaigns
- That's a Tuff one
- Advertise for engagement in the communities involved. I see nothing in Carburn regarding the proposed boat launch.
- SIGNS!!! SIGNS!!! and FINES!!!! and then more SIGNS!!! and more FINES!!!!
- LOTS of signage (as in, OVER signage) on usage, etiquette and WHAT NOT TO DO (e.g. leave trailers parked on ramps, driving out on gravel bars in low water)
NO JET BOATS of motorized boost in city limits signage
- Not build boat and hand launches to encourage increased usage. Promote appropriate use and behavior via your existing communication tools.
- Actually dedicate dollars to advertsing and educating users. There are rarely signs at these sites.
- Mail outs, working with watersport businesses to inform their clients, working with Paddle Canada to inform instructors as to locations, rules, etc. of these boat launches - use them as your spokespeople! Utilize your city pools, program guides, and billboards to provide a location online with all the information users will need. The City could also looking into working with schools to send home informational pamphlets with kids' report cards at the end of the school year - families are always looking for affordable things to do, especially in the summer.
- Signage and patrols, Public events
- Signage would be a good start.
- Fishing appropriate reagulations instructions, especially in high poaching areas.
- I am strongly in favor of a new bylaw that would require any flotation device to have a minimum of two bladders. This would prevent the unprepared recreational "rafter" on a blow-up mattress from getting caught in a dangerous situation. My wife and I had to rescue one such rafter and I have had two fishing guide friends who have done the same. While this new bylaw wouldn't necessarily curtail other illegal activity (e.g. drinking) it would require those who intend to raft to make an investment in their gear.

I also think there could be more educational opportunities, both static (e.g. signage) and active (e.g. Bow River Volunteer Wardens). They could provide information about bylaw requirements, fishing regulations and timely news stories (e.g. high water temperatures and potential temporary restricted fishing activities, whirling disease, didymo, etc.).

Given the additional access will increase use of the river, there will have to be a strategy developed by the city to promote "sharing the waterway" between user groups. I could easily see



tension/issues arise similar to when the bike paths were installed. Unfortunately, the various groups (or small groups within them) think their activity is the primary one of the river. This is not the case, and would hate to see "river rage" develop.

- Encourage more river recreation. Sponsor courses focusing on skills and safety on the river.
- Location signage
Possibility of a mobile app that can provide current conditions (water levels, closures, hazards) and general safety information. Possibility of geo location alerts/notifications when you are in that area (could be used from the entire city). The notifications and application can tell you more what is going on in your area as you walk around.
- The rivers are very busy already. Providing more access will increase this even more. I think it is important to consider the impact to the fish and other wildlife growing in the river. Additional pollution and foreign organisms that will inevitably be introduced to this system need to be properly mitigated. Boat checks to ensure that there are no foreign organisms or diseases that will be introduced.
River safety must also be taken into account to ensure that the boats are safe and people are following rules and wearing appropriate safety equipment.
- "Stupid is as stupid does" No amount of education will stop river users from drinking and not wearing PFD's.
- Information at the launch sites - both paper you can take away and bulletin boards.
Information in provincial fishing regulation booklets.
Information available at fishing and outdoor shows.
City website.
- Supporting strong river based communities will really help educate and "police" the average river users.
- Sign near the site
- Float the bow festival?
- I think for promotion it really comes down to education, through Facebook posts or possibly media blurbs. As for appropriate behaviour I think permanent signage that is easy to understand (such as signs used at the top of waterslides (this is the only example of a good sign I can think of :/) and possibly occasional check ins by professionals in the sport being done at that location to ensure it is being done safely.
- Maintain the 10th Street Surf Wave. This feature connects citizens with the river and is busy all summer long. I recommend the City continue to work with Neil Eggsgard (Surf Anywhere) to implement signage at the wave to ensure safety for all users.
- Partner with organizations such as whitewater, Alberta River Surfing Association to promote awareness.
- Website, signage at boat launches.
- Allow for enough room for all users. If an area is already heavily used do not add more uses. Maps of locations of where to put in and out would be very useful. An app that includes sites and guidelines for safe and appropriate use would be a great tool.
- Signs to tell people how high the ecoli measurement is. If you're promoting river rafting, then signs that show people how far away a washroom is.
- Communication on your website and link to social media sites that river users use (facebook, blogs, etc.)



See if the publisher of the fishing regulations can include what steps the city of Calgary is doing to promote river access and use or at least a web link on where to go get this information where the applicable sections of the river are listed.

Communicating with the groups that use the river for business or pleasure (sport/fishing stores, school groups, river equipment rental businesses, attending fly fishing shows or other groups that meet regularly)

During busy times possibly have people out at the launches to inquire about the good and bad experiences

- Signage advising on safety and environmental issues
- Provide a boating map including city sights , areas of interest, with access site locations and shuttle info and boat rental info. Make it a tourist attraction. Coffee stops! Beer stops! Like they have in Germany or Reno.
- It is always better to prevent acces to an area, sich as the River, by making is difficult or impossible for access, rather than using signage, education and bylaw officers. This means reclaiming the river bank areas, with steeper slopes, dense, hard to penetrate, vegetation.
- Possibly notice boards at the river access sites.
- Use the fire boat that spends its time patrolling to distribute info.
Signs on bridges over the river could guide people to a website or highlight some facility.
- Post signage informing user of soft protocols, and the expected legal requirements of being on the river , Special mention of bridge abutments and how to handle them would be important. Help the fire and police do their job. The signagae is cheap educating users is the first step.
Additionally I think a much better job of education at all river access points needs to be put together regarding a river map and the Harvey passage. The information previously regarding the passage was horrible from my perspective. Very weak and not much effort put into it. The whole signagae and education effort needs a 600 % increase to users, that include fishermen and boat people, the river users have increase exponentially since I started paddling on it in the mid 90's
- Provide more info for people to find boat launches – sings, brochures, website info.
Also signs at boat launch sites that show that the launches are open to the public.
- Install proper signage directing people to the new access points. Install signage demanding respect for the use of the property and to prohibit fires. Have police or bylaw officers make routine visits to ensure the area is being used respectfully.
- Ban it on the Elbow, and use website, press releases, and sign to promote civilized use on the Bow.
- Singage. Distance between access point and the time that it takes to float between them. Synopsis of Alberta fishing regulations, catch limit, size limit, bait ban, when bait is allowed. No motors.
- A more detailed map showing access sites and the distance between them would give people an idea of what to expect. Street name signs visible from the water mounted on bridges would help. I think the City already monitors river conditions and posts them somewhere but I keep forgetting where.
- Signage?
- Code of conduct
- Education
- Bilaw/police enforcement
- Encourage various association memberships
- Great signage
- Advertise appropriate location
- Paddlers map in conjunction with paddle Alberta/fishing associations



- Develop a website and handout Map / App / Signs promoting the access sites.
- Signage at each site is an important starting point. Then, as always, it will be a matter of enforcement/patrols, to "promote appropriate behaviours".
- Website - interactive boat access locations. Backside signage - river safety & etiquette. Map of access points - similar to Pathway system map.
- SIGNAGE. Plenty of signs at every boat launch indicating fishing regulations (Maybe fishing/boating etiquette). Shuttle service number, rates.
- Signage at access sites, pamphlets at fly shops, sporting stores, online, information booths.
- Each site should have "ground rules" for usage. Big signs entering the parking areas and launch areas. Working with groups (Alberta Conservation Association, Alberta Resource, Paddle Alberta) about how to protect the area from overuse\destruction, how to launch properly, how to respect other users and the users rights and responsibilities.
- Use the media to deliver a message about the health benefits of outdoor activities, how to use the river responsibly and get the appropriate enforcement personnel out on the river to create a culture of respect for others, the environment, and overall safety of river users.
- Public notices at each launch and ultimately enforcement (fines).
- Mailers to residents, and signage all along the river not just at access points.
- Signage to indicate where appropriate launches are and how to access them.
- Education regarding proper launch etiquette, littering, and keeping sites clean in the form of signage at launches.

But having more people use the river, people will see it as an amenity. Positive association with something, leads to positive behavior. If there are concerns about "appropriate behavior", education should be the focus, not enforcement.

- Report to Calgarians via social media and CBC news. And if we have a budget we could introduce these topics to on-call water educators that work events around the City (especially fishing/ water sports related).
- Just by adding these launches is a great start!
- Signage can be helpful but is often ignored if not prominent enough, or if the message is too lengthy. Social media is a great way to get word out to the younger crowds.
- Build/open the sites to the public, and spread the word via social media and the traditional channels.
- Clear rules of river etiquette and angling regulations.
To protect the adjacent river, create natural barriers rather than engineered barriers.
- Possibly permitting for access - a low cost annual permit that allows access to all sites and includes some education on responsible use of the river.
- Signage and educational postings would add value. Mapped and marked trails would increase foot traffic and overall use, and result in increased public presence in the areas which may result in reduced incidence of abuse (i.e. most users launch and leave, where foot traffic would create a public presence).
- Can more education/signage reduce the incidents of people (rafters?) using the riverbank and islands as a trash heap?
- Signage and enforcement so that people do not park on the gravel bars as per Graves bridge (glenmore)
15min load and unload zone so people do not block the launch
Don't jump to kneejerk responses as per closure at Graves bridge as this disadvantages honest users.
Open launches early (this year launches remained closed despite a non runoff season)



Also, provision for access during usual closure periods . (i.e. provide a key drop access for shuttle services and their clients)

- Better signage and maintaining that signage.
Instead of having bylaw worry about some weeds in an alley, have them get to the river and actually look after a valued resource.
Have them patrol these areas that people can drive onto. I have yet to see a bylaw officer at any of the launches.
- Better signage, and more importantly enforcement of the rules.
- Postings at launch sites, tv commercials
- Waterways map showing access, washrooms, garbage and potential emergency buttons would be amazing. The fisherman currently have a map for sale that is sort of what I'm proposing, but this would targeting towards floaters.

If you are a business owner, what other development options should be considered at river access point locations? What do you need at the sites in order to best operate?

- None
- Spacious parking, and delineated parking spaces and clear no parking signs.
- I'm not a business owner.
- In general, there should be no locations along the Elbow considered for development. There is already enough development and the riparian health of the Elbow is under stress.
- N/A
- Our fishing businesses have no set hours. So the ability to access the river at all hours (especially in June and July) is important.
Having vehicle and trailer sized parking spots is very important as well as a safe location to leave our vehicles for the day after they are moved to the down stream location.
Having a ""set up area"" that is well marked and the right size for boats to use is. The one in Fish Creek Park at 22X is perfect.
- N/A
- Launches open 24/7 (as lots of fishing takes place very late at night, and early in the morning).
Lights for rigging in early morning/packing up late at night. Maybe a few washroom facilities???
(There are none outside of fish creek park)
- N/A
- leave our river alone. not everything is about finance.
- n/a but there are numerous fly fishing tour companies....they need a lot of space to park. Plus their clients to park. Plus there is an additional van servcie that couriers/picks up once they are down river or out of town. This van service would also frequent. Again, I emphasize not good in a residential area.
- I'm not a business owner, but a certified SUP instructor. Creative meeting location posts to easily direct clients to would be extremely helpful. Air pump locations and taps to rinse off gear would be awesome. As well, lockers to clients to lock up valuables and shuttles to bring people and gear back to our original location (on the Bow River) would help.
Allowing access to the Bowness Lagoon and the Glenmore Reservoir would also provide us with more opportunity to teach students how to be safe on the water and practice paddling skills without driving to the Rockies. The added fuel costs for driving out of the city to teach lessons ultimately gets passed down to the client, along with the inconvenience of booking off half a day or a whole day for



a 1-3hr lesson. If there were access points in the city, then that cost savings could be provided to the client. Hopefully, the result would also be more people taking lessons from certified instructors before getting onto the water. Right now, there are many ill-prepared users who lack basic water safety knowledge and skills - let's be proactive about water safety and avoid the many S.O.S calls CPS and the CFD get every summer due to water accidents.

- Perhaps mini signs that we could use for advertising and instructions. Sort of a sponsored by situation to get info out to people
- N/A
- n/a
- Not a business owner. Sorry
- None
- N/A
- Not a business owner so doesn't apply to me
- Harvey passage will need land based amenities as it will soon be recognized as a world class paddling facility.
- No comment
- Ice cream?
- N/A
- N/A
- Bathroom stops for clients of guided fishing.
- Hotdogs.
- N/A
- Adequate parking allowing for towing boat trailers. Promotion of use of sites to food trucks.
- N/A
- Parking, decent double ramps.
- Patch kits for rafts in summer, life jacket rentals. Hot chocolate for winter time users.
- N/A
- N/A
- N/A
- N/A
- I am not a business owner, but I am adamant that guides should pay Provincial / Municipal fees to use boat launches. They profit from our natural resources at no cost, and almost of that profit from \$500/day trips stays in private hands. A percentage of profits should be levied for supporting conservation efforts and boat launch infrastructure.
- NA
- kiosks, icecream provisions at main city launches.
the one opposite edworthy is the only one I am aware of.
we need more of these
- Good lighting would help to cut down on the theft that occurs.
- NA
- Vehicle turn around space is nice, but not totally essential, the boat ramps need to be maintained.

What other business opportunities related to river and access points should be considered? Do you see a possibility for equipment rentals and shuttle services? What about on-river services?



- shuttle services - a launch @ sikome would be close to route 78 giving users the ability to shuttle back to their vehicles through the transit system. Equipment rental could be good.
 - No, it's ridiculous to offer equipment rentals and shuttle services, This is a natural river park with animals, an ecosystem and is already threatened by human intervention. This is not an amusement ride
 - Lifejackets for those who didn't bring them - are you kidding? How about tickets!
 - Yes. All of the above - as well as restaurant or dedicated places for food trucks or kiosks.
 - I'm not a business owner but as mentioned above, a shuttle service would be amazing and most likely well used!
 - None
 - Shuttle services would be great. There are only a few that operate now. Proper insurance coverage would be a must.
 - Surfboard rentals, wetsuit rentals
 - Coffee shop
 - Shuttle services would be great.
 - There are many opportunities for various river related businesses to work. There already are established shuttle companies but I could see others specializing in just city locations and others who work primarily further down stream.
 - N/A
 - Not at this time. I would consult the shuttle operators already in business...
 - Drift boat rentals and life jacket rental facilities are options.Keep shuttle services private
 - leave our river alone. not everything is about finance.
 - no.
 - I believe that river users should come prepared with gear (not bringing a lifejacket is unacceptable and a ticket should be issued). Providing businesses with areas designated for rentals (rafts, canoes, SUP, kayaks) could be helpful for users who maybe can't bring that gear in their car (or for those who don't have cars). Designating some of those areas as meeting points for lessons for businesses or certified instructors would be awesome.
- Bathrooms!!
- The Calgary Police and Firefighters do an awesome job patrolling the river all summer. Kudos to them and their efforts.
- The great part about using the river in the city is that users feel like they are away from the hustle and bustle of the city to a certain extent. Because of this, I feel strongly that extra services - whether they be food, equipment, etc. - should be centralized to a few key locations to keep with the organic nature of this Calgary tradition.
- If there is adequate space, long term boat/trailer storage could be a consideration. The revenue could offset some of the expense of creating the launch.
 - Shuttle, rentals, food, coffee.
 - I see huge business potential for equipment rentals, food/beverage vendors, and shuttle services. There are currently a number of shuttle services in operation within the city, but perhaps some amenities can be incorporated to assist in their business venture (e.g. lock box for dropping off keys, etc.)
 - Gear rentals, shuttles, and food concessions would be great additions.
 - I think gear rental facilities would be fantastic! River surfing and river safety classes would also be a huge opportunity.



- NO
- There are already shuttle services, but they can be expensive.
I don't see the need for launch or on-river services.
- Equipment rentals and shuttles would both be very welcome additions.
- There is a possibility for board rentals, life jackets, helmets at a surf wave
- I think there is the possibility of gear rentals for river surfing but where that becomes an issue is A) liability forms, B) safety and newcomers to a sport not knowing how to do it safely and in a controlled environment and possibly injuring other surfers, and C) if you introduce a vender to the 10th street wave, that is the only wave in the city, if it becomes a instantly huge thing (as it slowly is) there is not enough room to safely accommodate a high volume of surfers
- Yes. Maintaining the 10th Street wave will provide business opportunities to local water sports shops and local surf shops which have begun on the last two years.
- Equipment rental services would be great. Parking for food trucks nearby :)
- I think this needs to be for the Bow, not the Elbow.
- I think most people plan for everything they need to be self sufficient on the river so not sure how much business there would be.
There are provincial regulations for mandatory boat inspections now across the province so a cleaning station may be a good idea to consider
- see above. Point out play spots, eddies, . Provide boat lock up posts to allow shore visits.
- Shuttle services would be wonderful, but maybe not profitable.
- I see some opportunites for that, but remember you will be stealing biz from the taxi industry, and the shuttle people are going to charge anyway.
- Fast food trucks & coffee shops.
- Shuttle services is always a good idea
- A shuttle service from some point near the zoo back to Shouldice or Bowness could be helpful even if it was just in prime time on hot weekend days. That would save some parking dilemmas.
- Yes too all. Would also love to see more art on bridge supports.
- Sure, I just don't want the River to turn into a giant commercial advertisement. I think the point is to enjoy our city, enjoy our parks, enjoy our rivers. Something people can do imp to put on a nice day.
- Equipment rentals and shuttle services exist, but if the city offered a few locations for different businesses to operate, that would be a win/win.
- Shuttle service could be a possibility.
- Shuttle Service - support private investment with designated parking for shuttle service.
- City of Calgary Bow River shuttle service. A service with fees that are reasonable (sub 60\$/Shuttle)
- Good thinking ahead, for now give a clean roomy parking lot, good signage , garbage facilities, proper launch, major anti poaching campaign.
- Education about the water way. How to use it properly, what lies in it, and how to tread lightly on it. As well as fine listing and enforcement of the laws\bylaws.
- The focus should be on responsible use first, profits second. The idea is that the river is a public trust and the public good is top priority. That being said, business does play an important role in education and providing needed services.
- Yes to shuttles. Yes to equipment rentals at certain put ins.
- Shuttle services?
- Equipment rentals is an excellent idea.



- Potentially a good idea to have one rental location near a high use area. Could improve safety and education of our river systems.
- N/A
- Equipment rentals would be nice in the upper stretches, perhaps easy access to rentals might encourage users to use proper equipment.
- These are all potential options.
- Shuttle services are a good idea. Particularly for suburban launch points. I flyfish with an inflatable raft, so I do not required a trailer shuttle.
No for equipment rentals. Those services already exist elsewhere.
- The more access points the more opportunities for all river use related businesses to thrive and grow.
- yes, a shuttle service is a great idea
- Shuttle services are already occurring within the city, and providing more access within the city itself will increase the amount of traffic these businesses can handle in a day. Currently most of the shuttling occurs outside of the city limits, and therefore there are limits on the amount that can be done in a day.
- Shuttle service access for the fishing community
- All of the above, plus food truck access.

If you are a recreational user, what other development options should be considered at river access point locations?

- None in any way, shape or form
- Access to the river pathways would make them more attractive to users.
- Air compressor for inflatable boats.
- Garbage bins. Bathrooms. Benches.
It would be nice if you could create eddies to provide a calm spot to put boats in and out of the river.
- I do fishing floats down the Bow river, and in general, I don't think the river guides want to see development along the river access points. The only amenities really should be porta-potties and garbage bins at the boat launches.
- I like the idea of launches accessible 24hrs. my truck has been locked in fish creek park before due to the closing time , also sometimes I want to launch before the gate is open
- Equipment wash station (in light of whirling disease...and didymo)
- It would be wonderful if there were a surfshop nearby or a surf truck (similar to a food truck).
- Lots of parking
- Picnic areas or benches for bird watching as these launches appear to also be in similar locations to existing pathway systems
- Parks and walking pathways are always a good idea
- It is fine the way it is for recreational users evident by the use of our river in the summer/spring and fall.
- Outdoor showers (no hot water needed, just clean water or rain water) should be available to rinse off gear and persons.
Bathrooms - this is one of the biggest misses so far. And keeping them clean would go a long way.
Pay phones - for those that do not bring their cellphones on the river
Load-in, Load-out parking stalls for 15-20min max.



- I would like to see them kept simple.
- See comments on amenities. One of the biggest challenges will be ample parking for boat trailers and cars/trucks from other user groups.
As an aside, my contact is sean.britt@gmail.com Sean Britt, should you have any follow-up questions to the answers in my survey response.
- Good Lighting, bathrooms/change rooms, and seating/viewing areas overlooking the water.
- As little as possible. There are a lot of ill prepared and unsafe users. Making it easier for them to get on the river is not a good idea.
- Washrooms and safe stairways and launching points at the waves would make it much safer and more comfortable for users.
- For the river I would like to see more river waves to attract surfers and kayakers.
- Outdoor gym equipment/ stretching stations.
- I think the city needs to think about putting in other stationary waves at easy to access and also safe locations to promote more outdoor activity, while ensuring that the one in city wave we have is not overpopulated and thus proving to be dangerous due to volume of surfers. Also a bench would be nice.
- None
- Washroom facilities.
- As a canoeist, I don't need much more than an outhouse and convenient parking.
River access to parks along the Bow/Elbow would be good for taking breaks. These locations may not need parking.
- Security seems to becoming more of an issue so deterrents for this may be good. If businesses are around this may be good or cameras, etc.
- I'm not a fan of development beyond what would happen regardless of river access. For example the coffee shop across from Edworthy Park is great, but depends mostly on walkers and park visitors, not river users.
- washrooms are important at select locations like Stoney Trail to avoid everyone using the bushes and leaving a mess. they could be seasonal even potapotties at certain times of the year.
- Not a priority for me.
- I am a less is better, unless there are problems coming up. What more do you need except education, signage and possibly some Rec staff surveying users periodically as part of the education campaign at appropriate put ins.
- Eddies & surfing waves in the river.
- Pre fire to see these access points free of development and left as natural as possible
This natural beauty is what makes the Bow river a real gem in our back yard
- Washrooms and parking.
- Keep them from being muddy and eroded; control weeds and litter; routine Parks maintenance.
- I wish we could use the Glenmore Reservoir for SUP. I understand the restriction is because it supplies drinking water. Most SUP-ers never fall in and dogs go in the reservoir regularly.
- Food and possibly day care.
- Riverside Cafes would be amazing
- As stated above, my greater concern would be how access point development enables inappropriate behaviours, and how this will be addressed.
People letting dogs off leash to then swim in the river (often right in areas that people are trying to fish) is a real problem. Amazingly though, in Fish Creek Prov Park, this doesn't seem to be nearly

as pervasive as it is outside the park. The west bank of the river across from Cranston, upstream of the Pine Creek treatment plant, is absolutely terrible for dog off-leash abuse.

- River Bank amenities, toilets, park benches, garbage bins at convenient locations between boat launch/ access points
- Just washrooms.
- Places to tie up boats, rafts etc ?
- Bathrooms, garbage cans, parking,
- Development should consider the value of the existing riparian zone. Don't development the river environment! The idea is to allow people to escape the world's obsession with development and commercialism.
- Foot access to river bank. Educational features.
- We would probably support ice cream or cold drink (possibly hot drinks on the days the weather turns) stands at the take outs.
- None currently. I feel we have enough awesome amenities around our water bodies.
- Signs that explain the fishing regulations should be at every launch site as their is way too much poaching happening on the river. These poachers often go unpunished because they just have to use the excuses that they didn't know the regulations. By putting up more signage they should be prosecuted as their is no excuses if the signs are there.
- I would rather budget is spent first on physical infrastructure - parking, the physical launches, etc. At key launch sites like the ones mentioned about before other amenities are considered. Dual launches at potential higher traffic areas (such as Stoney trail) should also be considered
- Minimize development to basic amenities only.
- Maintained boat launches, parking, garbage, and washrooms.
- Mapped and marked trails would increase foot traffic and overall use, and result in increased public presence in the areas. This may result in reduced incidence of abuse (i.e. most users launch and leave, where foot traffic would create a public presence).
- Use one of the islands as a primitive backcountry camping location for users that are passing through the city on multiday trips to McKinnon's or Carseland.
- Anytime a fire launch is created, there should be thought put towards it being a public access point. Taxes are paying for them, we should be able to use them.
- surrounding community in terms or increased traffic and vehicle parking
- Honestly the washrooms, garbage, parking and actual route down to the water is what impacts me most.

What benefits do you see to having a boat launch in your neighbourhood? What challenges do you see?

- I think can it add something nice to a neighbourhood as it gives local residents a nearby recreational activity. If I lived in one of these areas my main concern would be the usuals of parking and litter. A challenge I can see with parking for river access in a neighbourhood is that it can cause worry for local residents if cars are left there too long. With boating a people sometimes drop their cars off to launch and figure "we'll go out on the river and go back and get the car tomorrow" (sometimes that turns into "we'll go back and get the car next week"). For a local resident, if you see the same car parked near a boat launch for a few days at a time sometimes you start to think "what happened to those people? was there an accident? did something happen and nobody noticed? should I call the police? are people ok?" Most of the time it's probably ok, but it's one of those things that when it gets in your head sometimes you keep thinking about it, and you know that everything's probably fine but



you still get that nagging feeling of "what if something happened?" at the very same time as "it's probably silly to call it in" but also then think "I'll feel silly if I call in a car left for a while, but I'll also feel awful if I don't call it in and something did happen" and it becomes one of those things that kind of ruins your day in a very slow way that even makes you feel even worse when you start telling yourself that it's nothing to really be worried about, and somehow that makes you feel even worse. Maybe an option is to not allow public overnight parking near the boat launches in residential neighbourhoods would fix this problem?

- None in any way, shape or form.
- I don't see the benefit at the Point McKay location, like I said it is already easily accessible in its current state. The challenge would be to maintain the natural environment that everyone in the area that uses the space loves so much. It would be a crime to sacrifice this to make the site marginally easier to access for non-residents in the area that are simply passing through on occasion.
- Being a regular user of the river, I would love to have one in my neighborhood! Quick access would be an amazing thing!
- Frankly, I see no benefits and only the detriments previously stated. This is an area of walking, cycling and observing nature.
- Can maybe walk to the locations. Less people parking on residential streets to access the river if dedicated parking lots were built.
Potentially more traffic but I think it would be minimal.
- I don't see any benefits to having a boat launch in my neighborhood.
- Benefits - getting more people outdoors within the City
Draw backs - launches may make areas busier, with more traffic and people. Potential for littering and vandalism.
- N/A
- Vehicle traffic and parking need to be managed. Every site should have some form of washroom to keep floaters out of the bush.
- There are no benefits. They leave there used rafts and garbage behind. There are a few rafters that are out the enjoy the day but most are out to get drunk and party with no regard for the environment or their neighbors.
- Parking. Taking out trees for concrete and trailers is ironic
- Having more river access with spread the people and fishing pressure(for those fishing) to more places on the river which is good. We have been so desperate for launch development the past several years that anything is better than what we currently have.
I see this as a unique opportunity for Calgary to create incredible infrastructure around river access which will only benefit our city.
Thank you for making this a priority.
- Benefits would be better river access close to home that promotes utilization, a challenge could be increased traffic and peak use time noise. However with additional access points it would be likely that the current access locations would see a more spread out usage throught the city
- Parking
- Increased river access will spread out the fishing pressure on the river. Less of a 8am gridlock every day.

The main challenge I see will be how to enforce the no motorized boat rule downstream now. There is already no enforcement of the Shoreline Speed Restrictions (10:30 rule meaning if you are within 30m of a bank not to exceed 10kn/hr) downstream of town. I think with the increased access that the only logical thing would to enforce a no motorized boats policy on the entire Bow River. Then there

is no safety issue. There are guys who blatantly disregard this law daily, and it is unsafe with the amount of traffic on the river. The city limit signs need to be clearly marked much lower on the river. It is not marked and Jet boats are daily coming into the city.

- convenient access. Really don't see how responsible use and boat launching will negatively affect a community. Parking lots will help alleviate that most pressing concern.
- no benefits.

Challenges - increased traffic, increased pollution in a river with boat launches, waste of tax payer money to build these launch areas, increased resources required to create more bylaws due to more boat launches

- The challenge I see with a walk-in hand launch at Point McKay is parking. The parking lot along the river at 37 St needs to be expanded. People park there all day and ride their bikes downtown, and they leave their extra vehicles there for months at a time. Also, we are seeing an increase in vehicles because of the closure of the parking lot at FMC. During the week I can't park on the street in front of my house (I live half a block from the river). Several neighbors ignore the two hour parking zone along the street and leave their vehicles overnight and for days at a time.

If the parking issue can not be improved, I would recommend against the boat launch at Point McKay.

- Carburn Park - this is a residential area. The roadway would also cut into existing Calgary Pathways. Moreover, this is in conflict with Calgary Parks initiative to 'rehabilitate' the park.....(the overall master plan)...which says to naturalize the park. Hence this is why they did not replace the playground and removed picnic sites. Therefore, now they want to add road access. This in turn is a conflict of interest for the City and it's so-called commitment to environmental concerns. Additionally, per above, it's already heavily used in the summer between other activities...full size boat ramp does not fit in this residential and 'natural' area.
- Benefits: easy and quick access to the river - convenience is a huge benefit
Challenges: parking is a huge challenge. The city will have to come up with some very innovative solutions to external groups/individuals parking in neighbourhoods. Edworthy Park is already over capacity on most weekends and citizens are speeding through park zones continually in the Wildwood area to get to the park. The city should be working with CPS to slow drivers down - in a community like Wildwood where many families live, where community members are very active outside (biking, walking with their dogs, playing in their front yards, etc) it's very concerning to see car after car after car speed through areas designated 30km/hr, and even speed through 50km/hr.
- Benefits: for a small group of users good access to the river.
Challenges: traffic at odd hours, congestion with parking of trailers. Conflicts between people wanting access to the launch and people using the launch as a recreation area (happens very frequently at existing launches).
- positive for local fly fishing shops, restaurants fast food etc.
- If I lived in a neighborhood with a launch I would be excited as there would be great potential for bringing increased traffic to local businesses.
- It would make it logistically easier to get on and off the river which would encourage more river use. Parking is the obvious challenge.
- I see additional river traffic by having more boat launches. I'm concerned that this additional traffic will stress wildlife in and along this corridor. It may also increase traffic in neighbourhoods that are already struggling with the number of visitors to the parks and areas (i.e. Carburn). What measures will be taken to mitigate these effects?



- We would use our boat more.....
Since the flood, we have not used it much, mostly due to access
- I do not see an advantage to a launch in my area.
- Quick access to a fun time. High traffic and parking congestion.
- Benefits: promoting outdoor activity. Challenges: uneducated unsafe people improperly using the river, getting themselves into trouble and requiring the fire department to save them.
- None
- N/A
- Boat launches if placed correctly will protect riparian areas and provide a safe and pleasant ways to get in and out of the river. Currently the access to the river is 'wherever you can' and providing easier and better access will help all Calgarians enjoy the rivers. The benefit of providing spaces for access will hopefully decrease random access that we have right now.
The challenges are to provide enough space for all river users to access these areas while minimizing conflict. Expecting communities to find ways to deal with introduced new conflicts on their own is not acceptable. Planning and education are critical to creating functioning public spaces. Commercial opportunities should be created but cannot be at the expense of the Calgary public.
- No benefit, it would just cause environmental damage and make us even more prone to flooding (Erlton).
- Launches and easy access points closer to my neighbourhood will allow easier planning for river use. Currently with changing weather conditions and the long stretches planning requires this deters using the river.
Challenges are when there are too many access points the river could get quite congested. I have had situations where rafters floated right into my boat as they had little control of their raft while going around a bend. That would probably be able to be addressed or managed with communicating appropriate behaviours. Some people think they own the river and don't respect the other users of the river
- positive benefits for river users and secondary economic benefits to the community.
- parking
- Noe for the Elbow, as flow is too low.
- It is a wonderful opportunity for introducing young people, including little children, to the joys and challenges of navigating our rivers. I do not see negative influences, as long as parking and toilets are provided. It will only be on the rare occasion when there will be a lot of traffic, and that will be on a warm, sunny summer day, when we are all in a good mood.
- Benefit is ease of use, reduced shuttle if I can portage from home.
- No comment
- I would love a boat launch in my community, which is Hillhurst. I have used the Fire Hall as a take out point. It would encourage people to start or end their canoe trip close to home.
- Having added boat launches in my neighbourhood spreads out river traffic and crowding at present locations. If not policed properly these access point can increase litter and after hours partying.
- Most people will say traffic, the boat traffic is usually twice a day 7-9am and then again 5-10pm.
- Parking, parking, blah blah blah.
- As I said, I live in Valley Ridge. There is a tiny parking lot where I launch (fits about 6 cars) and not much street parking. I don't think a neighbourhood like ours could handle much traffic. I suggested more development at Home Road but that could quickly become congested too.
- Why is there not a site across from the curling club under the 3rd street bridge? It has so much raft traffic it needs a plan.

- Lifestyle benefits
- Garbage challenges
- I'd love to access the river from Valley Ridge easier. The problem will always be Nimby neighbours.
- Obviously the convenience and flexibility afforded by more boat launches is appealing. However, with every access comes the exposure to abuse, some examples of which are discussed above. Thus I would say that new accesses should only be developed if the City is prepared to provide regular bylaw/law enforcement on a sustained basis, to discourage abuse.
- Thank you
- Huge!! Allows for quick access to the river' fishing without the long transit times floating downstream of the city.
- N/A
- Convenient, spreads anglers out.
- A boat launch area would bring people to the area and they would most likely buy things from local businesses. Food would be the easiest thing to find, but rental and shuttle companies could be started by launches.
- Some communities may not want people coming to their neighbourhood. Putting in parking lots may take away from green spaces
- If enforcement is a priority, problems should be minimal over time. In my opinion, set the tone and create a culture and eventually the river users themselves will become the eyes and ears.
- More river users
- Issues include environmental - see Graves Bridge and conflict with other users. Many boats launches have vehicles crossing regional pathways. This is unsafe to pathway users
- Benefit: better access to the river, improved recreation opportunities.
- Challenge: greater traffic, more users (less private experience)
- the more river access available is nothing but a benefit.
- I live inner city, a boat launch would be a great addition to community based infrastructure.
- Helps river access, but could cause environmental strain on river.
- It's all good, no downside.
- I live in Deer Run, not far from the fish creek launch at 22x, I can't think of a single reason why I wouldn't want that launch to be in that location any longer. It is a great resource used by many and I love that it is so close to home!
- The increased foot traffic and activity will be good for our local businesses and retailers. Provided there is sufficient parking, I don't see any significant challenges.
- I support boat launches. Rivers belong to the people, and neighbourhoods should under no circumstances be able to monopolize river access through current practices of suburban developers and poor design.
- A great opportunity for all to enjoy the river responsibly. Parking must be considered.
- Increased river access in Calgary will increase quality of life for all Calgarians and stimulate commercial value of these resources. As these access areas tend to be separate from residential areas, challenges are minimal.
- parking may be problematic so this needs to be considered or alternatives provided. This shouldn't be a reason not to proceed with a launch, as I would happily make alternative arrangements to drop off watercraft if the location doesn't provide parking
- All positive.
- Having a boat launch in our area allows for quick access to one of the greatest resources in Calgary.



Calgary River Access Strategy

Report Back: What We Heard

November 30, 2016

- I would use the Cranston community launch 60 days a year
- I live in Bowness and I currently use Bowness and Baker park to access the River. I believe our prime minister did as well right before the election. They are important to me for my own recreational and professional use and make me very proud of my community.

Online Engagement Discussion Forum

Environment Discussion

CityofCalgary	Thanks for your comment George. We have reconsidered Carburn and we think it will just be a hand launch :)	2016-11-16 04:57:18
George	With access AND parking available at Glenmore Trail, there is no need for an additional boat ramp a very short distance down stream in Carburn Park. Carburn is a very special bird and wildlife area enjoyed and valued by many Calgarians. Further development in the area would disturb this wonderful park while adding very little for river users. A ramp under the Deerfoot Trail at Douglasdale makes far more sense in distributing river traffic.	2016-11-09 12:29:04
Sue	The boat launch means they would need to add extra parking as the parking that exists there now would not accommodate the trucks and boat trailers. Putting the parking lot in the native grass area would mean that you have destroyed bird habitat. Once destroyed it is almost impossible to bring it back. No one walks in that grassy area except the deer - dogs are on leash and do not disturb the nesting birds.	2016-11-03 21:08:12



Sue	I beg to differ Pete - the grasslands have abundant bird life and as well the Great Horned Owl hunts there. I will say that having canoes and kayaks on the ponds has interfered with nesting birds on the two ponds. Disturbing nesting Belted Kingfishers and also a new nesting site for Bank Swallows would be a shame. Those two bird species have just recently started nesting in the area. I don't believe Carburn Park is an exception - many people walk, fish and bird at this site already. It is a well used park and adding boaters might likely be overuse in the area.	2016-11-03 21:03:35
McMordie	If a boat ramp is not desirable at the south end of Carburn Park, then the City should at least consider a hand launch, which would be simpler.	2016-11-02 15:24:36
McMordie	For the hand launch facilities a long application and review process should not be necessary, because there is no need to build a ramp into the river. All is needed is to perhaps some gravel on an existing trail leading down the riverbank.	2016-11-02 15:21:39
Linda	Birds use grassy areas too. You'd be surprised how many warblers are ground nesters. The City has a Biodiversity Strategy and part of the "balance" is to respect the natural world as well. Objecting to one boat launch out of 34 is a reasonable nod to biodiversity values.	2016-10-31 11:09:46
CalgaryRiverValleys	Calgary River Valleys is not opposed to a river access program. We are aware that there is both Federal and provincial legislation that will have to be addressed offering consideration of environmental issues in the selection and development of access sites. The City's River access program, in addition to protection of environment through promoted and managed rather than random access of the river, also has the opportunity to improve already degraded associated riparian areas and offers opportunities for education. Calgary River Valleys supports these efforts. We are not opposed the to City's River Access Program.	2016-10-31 10:08:22



Calgary River Access Strategy

Report Back: What We Heard

November 30, 2016

CityofCalgary	Neat idea - thanks SFB!	2016-10-31 06:48:48
CityofCalgary	Great comment! We definitely need to incorporate appropriate amenities into each site. Thanks CRV!	2016-10-31 06:46:56
CityofCalgary	Once we get to a detailed design phase, we can look at specific individual sites. I should stress that the proposed sites are not GUARANTEED. It is possible that any of them could be eliminated for a number of reasons once we get to detailed design - such as not getting Provincial approval, environment studies indicate an issue, there is logistically no room (eg near an outflow), resident opposition, etc. These sites are simply a starting point to determine where we should start our investigation	2016-10-31 06:46:14
CityofCalgary	We can definitely look at the Redd Counts. I will contact CRV next week to get the info. Thanks CRV!!! Laura	2016-10-31 06:43:54
CityofCalgary	Great ideas that can definitely be incorporated into detailed design. Thanks!	2016-10-31 06:42:13
CityofCalgary	Hi Pete Calgary River Valleys is referring to an idea similar to what The City has for Public Art. For Public Art, 1% of any capital project is devoted to a public art component. In this scenario, whenever there is a capital project along the river, it could be that 1% of the capital cost could be devoted to a riparian program - and this would be above and beyond Federal and Provincial requirements. Likely it wouldn't necessarily be about fish habitats etc (which are the upper government requirements), but perhaps an education program, or others have suggested public art that promotes appreciation of the river. The City is impressed that for the most part we haven't experienced polarized viewpoints, except for the occasional site. It appears that everyone seems to have similar goals of river access that is environmentally friendly and cultivates an appreciation of the river Laura :)	2016-10-31 06:40:25

CityofCalgary	Thanks River Valleys! This was an idea that was floated around and hasn't been discussed much. We can investigate more	2016-10-31 06:36:28
CityofCalgary	Hi SFB We are working with the Province as they are managing this outbreak and will follow their direction on any mitigations they suggest. Sounds like washing stations might be a good idea. And certainly educational signage will be incorporated at all our sites (for this and other environmental happenings that arise).	2016-10-31 06:35:21
SFB	With the recent outbreak of whirling disease in the Upper Bow and Lott Creek, is there any consideration for mitigations to help curtail the spread of this (e.g. washing stations for boats/gear and educational signs) at each launch?	2016-10-30 19:13:07
SFB	One thing to consider is an inventory of existing species within a 100 m buffer of the proposed disturbance. You could then create your design to take any species specific mitigations into consideration (e.g. buffers). However, whoever is doing the inventory and design would have to take into consideration the urban setting we are in, rather than a completely green area.	2016-10-30 19:11:38
John	How would a boat launch affect birds once the launch is there? Birds don't hang out on a road or in launches..... There would be no gain to having hours on a launch. This seems ridiculous.	2016-10-30 13:25:14
John	Check out a map. A straight line from the parking lot to the river, with no trees in way. Only grass.	2016-10-30 13:22:36
John	I would think with all the Dogs running around Carburn all the time that the birds are used to moving a bit. Birds on the river move ALL time. Gravel bars are also always changing year to year with Ice/High water events. That corner has changed lots in the last 10 years!!! And it will change again! LAzy Pelicans and Merganzers move loads daily.	2016-10-30 13:20:10
John	Just make a launch, nothing fancy. Easy in/out.	2016-10-30 13:13:52



John	Higher concentration along Elbow IMO. Any place close to car parking gets higher foot traffic. Nothing like a nice wood fence and paths. Keep the traffic where it needs to be. I've seen the worst bank and vegetation damage around the dog parks. They make a mess worse than Cattle!!!	2016-10-30 13:12:37
Pete	I am not sure what CRV is asking for? Brown trout have been spawning in the Elbow River ever since they were first introduced into the Bow River. Brown trout are predominately a Bow River resident population, migrating up the Elbow to spawn in late October early November. The annual redd count gives an indication of spawning success, not the ecological state of the Elbow River. CRV Redd Count Surveys show fluctuations from year to year and recently could have been influenced by the 2013 flood. More control of river access during the summer months would appear to have little impact on brown trout spawning success, but will reduce habitat damage.	2016-10-29 20:20:59
Pete	It appears to me that Calgary River Valleys needs to make themselves aware of the Provincial and Federal statutes that govern any designated river access point. To summarize, it is next to impossible to build a boat ramp without satisfying fish habitat and ecological concerns. The process is very time consuming. Once a disposition is granted for construction there are usually a number of requirements to maintain the integrity of the surrounding land and habitat. It is evident that the Calgary River Access Strategy is being developed to meet Provincial and Federal statutes. In addition, it has been established that amenities such as toilets, garbage bins, designated parking and suitable access are needed at all sites. If polarized viewpoints and opposition restricts designated river access, it will be a sad day, since recreational river users will find ways to access the river across exposed river banks, creating habitat damage and erosion.	2016-10-29 20:06:32



Calgary River Valley	Calgary River Valleys would support the concept of a policy that would direct a percentage of the capital cost of a development being dedicated to educational signage and riparian rehabilitation	2016-10-28 13:42:36
Calgary River Valley	Seize opportunities to rehabilitate areas in immediate proximity of a promoted/developed access site. For example, where a bank has been “braided” by random access, replant with native species, potentially even fence off, and provide signage that explains the rehabilitation project and encourages users to stick to the formal path.	2016-10-28 13:41:14
Calgary River Valley	Selection and subsequent development of access sites should take into consideration the results of Calgary River Valleys Brown Trout Redd Counts. Post 2013 flood data is available through CRV. 2016 Redd Count to take place November 4 th . Results available shortly thereafter.	2016-10-28 13:40:37
Calgary River Valley	Need to collect data/monitor individual sites as well as the cumulative impact of the river access program. Before sites are developed and promoted, define key indicators of environmental degradation at an individual site as well a river system level. Ensure resources available to undertake ongoing monitoring and ability to address these issues in a timely manner.	2016-10-28 13:39:56
Calgary River Valley	Must stress that focus of river access project must be to provide safe access and minimize any potentially negative impacts on the environment. The result of the river access system should be an improved riparian habitats and biodiversity, reduced erosion and runoff, reduced garbage and human use of bushes for their “business” .	2016-10-28 13:39:01



CityofCalgary	<p>Hey Cam - It sounds like if we could resolve issues at Graves, then Carburn may not be attractive anyway. Is that right? We are applying to the Province and Feds to install concrete barriers on the gravel bar at Graves - if this works, then maybe we can hold off on Carburn? Quarry Park is owned by a Developer who is not interested in a public boat launch, so this is likely not an option for quite some time We looked near Southland Dog Park and unfortunately the few options we found didn't work either because of land ownership, future development, or in some cases a nearby archeological site.</p>	2016-10-28 07:04:52
CityofCalgary	<p>Thanks Pete - very much agree we need to find a balance for everyone - great comment!</p>	2016-10-28 06:53:02
Pete	<p>I am not surprised at the concerns of Nature Calgary. But to use an undeveloped, treeless site on south-east corner of Carburn Park as a boat launch site would not appear to interfere with bird life. If there is a true concern with recreational use of the park that interferes with bird life, canoe and kayak use on the Carburn Ponds needs to be eliminated. Graves Bridge and Quarry Park boat ramp access would certainly be superior locations. Lets hope resolutions can be found to their closures to the public. In the meantime, we need to keep in mind that the population of the city continues to grow with an ever increasing number of citizens taking to outdoor activities. Data collected by a variety of research initiatives and surveys indicates that the majority of participants in all recreational activities would like to have access to facilities close to home. This is equally important for birders, fishing enthusiasts, bikers, walkers, etc. Therefore the city's facilities need to be shared as best they can while still maintaining sufficient habitat for wildlife. Carburn Park should not be an exception.</p>	2016-10-27 20:58:13



Calgary River Access Strategy

Report Back: What We Heard
November 30, 2016

Cam	I looked at Carburn park once as an access for a hand launch location but found Graves bridge more accessible. Having floated this section a few times I think if the Quarry park launch that is already built had public access this would be more reasonable and is on the east side For those that want to access the river on the west side and Graves bridge is not accessible it may be interesting to see if there are any potential access points where the Southland dog park is also locate	2016-10-27 16:00:57
CityofCalgary	Thanks Andrew! Since seeing comments on this site, we have been evaluating Carburn a bit more....with no conclusion. I'm wondering about a boat launch with limited access hours. I understand that birding is more popular in the winter than summer, so we could close the boat launch then, and maybe not open it until June 1? And maybe state it can't be used early morning or at dusk? This site is not critical, but because of issues at Graves it would be nice to have another launch in the area. Great discussion. I'd like to hear more from everyone! -Laura	2016-10-27 07:22:29



<p>Nature Calgary</p>	<p>Nature Calgary is very concerned about the proposed major boat launch site at Carburn Park. Carburn Park hosts one of the most diverse bird populations in Calgary, with over 200 species of birds reported, many of which nest there. Additionally the Bow River in this area is one of the main city gathering points for waterfowl. We feel it is inevitable that the installation of the proposed major launch, with its attendance access and supporting facilities will have a detrimental effect. There is already a significant launch point just upstream of Carburn Park, underneath the Graves Bridge. We feel that upgrading this site would be more appropriate. Andrew Hart; President, Nature Calgary</p>	<p>2016-10-26 15:25:50</p>
-----------------------	---	--------------------------------



<p>CityofCalgary</p>	<p>Hi Cam The actual water in the Bow River is controlled by the Federal Government. However the bed and shore of the river is the responsibility of the Province. For each individual site, we will have to obtain approvals from both those levels of government before installing any new launch to ensure we are not creating any safety or environmental issues. It is an extensive process, and usually takes about a year to obtain approval. In the meantime, we have had an initial meeting with the Province to review the River Access Strategy and the potential sites. While they are not able to grant any approvals without a formal application (and extensive documentation), they could not see any concerns at their first glance. The timing of closure of each site will depend on the circumstances. For example, Graves Bridge was closed due to a sudden environmental concern arising from inappropriate recreational use on the gravel bar. Whereas other sites may be closed at inopportune times because work needs to be completed around the migratory bird nesting period. For our sites, if we cannot control timing of a closure, we will endeavor to better notify everyone via website etc. We can also make better efforts to work with the Province to ensure we aren't both closing launches at the same time. Thanks for the feedback!</p>	<p>2016-10-25 13:04:58</p>
<p>Cam</p>	<p>is Alberta Environment or Fisheries actively involved in these discussions to plan around or avoid closure of access points during peak usage times like the Fish Creek launch during its flood related repairs, the closure and access problems at Police after the flood and the recent concerns regarding access at Graves bridge? Who controls the Bow river or is responsible for the safety and environmental issues on the river, banks or adjacent land right of way usage? From experience I have found this to be a struggle to determine as it relates to safety issues, with the public and workers on the river</p>	<p>2016-10-24 21:58:49</p>



CityofCalgary	Thanks for your comments Ian! The impact to any bird populations would be studied before a launch is constructed, as part of the approval process to the Province. We believe the site we have is south of those populations, but indeed if we are incorrect, then this site would be discarded.	2016-10-24 11:29:51
SFB	I wouldn't be so concerned about nesting birds. If there is already existing disturbance, they are likely acclimated to it. If there is a major concern about a protected species, you could request a noise study simulation to see what impact it may have. While there are recommended buffer zones for different species during the migratory bird window, these can be refined with various different types of mitigations (e.g. timing restrictions).	2016-10-23 19:47:20
SFB	This looks like a great product. The biggest dilemma City engineers/Parks will have will be determining the appropriate version to use. It appears there are a number of styles that each have a different backing depending on the climate/soil condition/need. Given the numerous factors involved (e.g. reuse as you describe, likely abandonment in the event of a major event, soil type), I'm guessing you may have to use different ones based on site-specific conditions. Overall, good product and very similar to the interlocking pavers used at some of the existing launches.	2016-10-23 19:42:49
Pete	Ian: I totally disagree. This site offers a great trailered boat access with many advantages. City property, good road access, no flood barrier to contend with and slack water access (the eddy) A roadway down stream of the trees would reduce interference with bird population. Some modification to parking would be needed..	2016-10-23 16:40:01



Sue	<p>Yes - I am concerned that your team thought Carburn Park would be able to handle a full boat launch site. You are so right - it is a bird environment - small nesting birds in the fields adjacent to the area where you want to put the boat launch. Waterfowl often use the 'sand bar' to rest and preen themselves. Other waterfowl use the quiet area to feed and raise their young (Common Merganzers). The parking lot gets crowded on a good day with personal vehicles and it is not suited for boat trailers. Then you will need to build a road through the nesting sites for these small birds (Savannah Sparrow, Clay-Colored Sparrow) and the Belted Kingfisher and Bank Swallows use the banks adjacent to the proposed launch site. It will not be 'okay' to have a full launch site at this point in CarburnPark. Why disturb a bird environment when birds have so many other strikes against them today?</p>	2016-10-23 10:57:32
Ian R	<p>I must echo the comments made by Linda on the 22nd of October. While Carburn Park does have existing washrooms and parking space, parking space which is not really suitable for vehicles with trailers, the choice of the downstream eddy for a launch sight is questionable. The area is certainly an active area for waterfowl and the trees and shrubs of the adjoining area are used by a goodly number of bird species.</p>	2016-10-23 09:13:00
Linda	<p>I disagree about Carburn Park. That downstream eddy is a good place for waterfowl, and a paved road and boat launch there will impact the small birds that populate the trees and riverine shrubs along the shore. I suggest that the boat launch could go either at the Glenmore bridge upstream, or across the river in Sue Higgins Park, where there are washrooms.</p>	2016-10-22 22:07:39



<p>CityofCalgary</p>	<p>Great question SFB! Yes, we've thought a great deal about future floods. First when we are selecting a site, we are looking at if it is likely to flood (eg look at past records, see if the bank is eroding already, etc). Obviously we want to avoid some of those sites. Second, one of our goals is to consider being more flexible with our launches, so as the river changes, so will our access sites. For boat launches we are examining the use of "Flexamats' which are described as a "tied concrete block mat". There may be a possibility that we could use these for sites that we know might be temporary....then if there is a flood (with enough warning), we can pick them up and put them in a new location. Or even if we can't re-use them, they are very inexpensive so we could simply get another one for a new location. Check out www.flexamat.com if you want to see more - and let us know what you think!</p>	<p>2016-10-17 08:40:38</p>
<p>SFB</p>	<p>Has there been any consideration regarding what impact future floods may do? For example is any of that taken into design (e.g. materials) or funding (e.g. need to rebuild)? One major issue after the last big flood was the impact on the launches that affected local small businesses (e.g. guides/fly shops).</p>	<p>2016-10-16 07:48:01</p>



CityofCalgary	<p>Hi PDub We actually started out with 48 sites! We are down to approximately 34 now as many sites were removed because of environmental or other concerns. Some sites were eliminated without serious mitigation considerations, simply because there were so many other good options nearby. For example, we are attempting to avoid confluences (at Bow and Elbow, and at Fish Creek) which can affect fish habitats and sometimes pose safety concerns. We did not consider mitigations because we thought users could easily use 12 Street, St Patrick's Island, etc. Other sites have been identified as environmentally sensitive but because they are in an ideal location we have kept them with mitigations. For example, Carburn Park is a bird environment, but our team here determined that if we put the launch on the most downstream point near the existing parking lot, it would be okay. Another example is Douglasdale. We fear that the slope may not be as stable as we like, but we don't want to eliminate it until we exhaust other possibilities such as hardening. Did you have a particular site in mind that you are concerned about?</p>	2016-10-11 15:19:17
PDub	<p>What sites have been identified by Parks or Water Resources as raising concerns, challenges or conflicts by virtue of Park Management Plan designations, the Urban Park Master Plan, Open Space Plan, Municipal Development Plan, or specific objectives of the Biodiversity Strategy? What are the issues of concern and are there suggestions for mitigation measures?</p>	2016-10-11 15:02:44
CityofCalgary	<p>Awesome ideas Christie! The art is exciting! Thanks!</p>	2016-10-06 13:37:38



Christie	more garbages and recycling bins next to the river would be great. Would half to be at water level and movable depending on water height. Would also like to see more Art on the bridge supports. Art could influence boaters to be more environmentally friendly. Also would remove the concrete look of our inner city river	2016-10-06 11:10:56
CityofCalgary	Thanks Kayak Mike - we hadn't considered food trucks. Great idea!	2016-10-05 14:43:17
Kayak_Mike	More development (access, washrooms, garbage cans) will reduce impact overall on the environment. Rather than a wild west approach, make the places you want access to happen more appealing and people will gravitate there. Change rooms right next to the parking lot may encourage people to use them. Cafes, food truck parking, etc could help people plan for a beautiful full day on the river without the waste associated with bag lunches?	2016-10-05 13:04:21
Rose	I think the distance between access points as proposed and the non residential nature of most of the lower section will continue to keep those who just want to float down the river to a minimum. There is definitely a different experience between Bowness to Harvie Passage versus Harvie Passage to Fish Creek.	2016-10-04 15:01:30
CityofCalgary	We definitely want to concentrate users at designated access points, where we will have washroom facilities and garbage cans. Signage is one component of an education campaign. We have also been considering website, an app, and paper copies of a river map (with a waterproof coating). Which one of these would you think is most effective, and are there other means to inform river users?	2016-10-04 12:18:25
Teague	Fully agree with this statement. Potentially introducing an educational sign or staff around high-use rafting areas could help reduce the negative effect of rafters.	2016-10-04 09:34:52



Pete	fly_mike: The city has 1.2 m people of which more than 10% use the Bow and Elbow River Valleys for recreational. Therefore we need to accept that the river is not a wilderness area. The lack of amenities at river edge creates problems, garbage thrown away, urinating and defecating in bushes and the general bank erosion. Serviced boat launch and hand launch design will concentrate river users into designed recreational / service areas, hopefully protecting the pristine environment in the remainder of the river valleys.	2016-10-04 08:35:07
CityofCalgary	Concentrating users is one goal of the strategy. Wondering if you see sites with wear and tear more along the Bow or Elbow rivers?	2016-10-04 08:07:15
CityofCalgary	Thanks for the feedback fly_mike. The lower Bow certainly does have a different atmosphere to it. We can keep that in mind!	2016-10-04 08:06:01
fly_mike	I'm concerned about the effects of too many boat launches, particularly in the lower Bow River. I am disheartened by the way the majority of users (rafters mostly) behave and how they treat the river on the upper stretches. I really appreciate the quietude of the lower river, and seek out that experience intentionally. To alleviate this, I would keep boat launch amenities to a minimum in the more natural areas of the Bow River. This may make it more appealing to those who seek a genuine nature experience.	2016-10-03 21:50:24
City of Calgary	When accessing the river, how important is environmental preservation to you?	2016-10-03 12:58:39
Brent P	Environmental preservation is very important, and the launches should be looked at as providing a way to get onto the river in a controlled manner that reduces environmental impacts to other parts of the river banks. A number of the proposed sites are already being used as defacto launches, and are showing the wear and tear of that.	2016-10-03 11:44:10



Calgary River Access Strategy

Report Back: What We Heard

November 30, 2016

Transportation Discussion

CityofCalgary	Hi Ryan We are open to any and all suggestions! If you think restricted parking would make this site work, then we can look at it. We are getting a lot of feedback on this site, and will make a decision about it based on the feedback. Thanks for your comments! -Laura	2016-11-16 05:00:52
Ryan	37St & Parkdale Blvd proposed boat launch and parking: Will the west side of 37ST NW (south of Bowness Rd) get 2hr parking zones, and parking passes for residents?	2016-11-10 11:51:38
CityofCalgary	Thanks John. While we want to accommodate all users along the river, I do think rafters tend to stay above the weir, and boats below. To pilot a transit route we can target the upper river for rafters.	2016-10-31 06:54:32
CityofCalgary	Hi McMordie What do you think is the biggest reason canoeists and kayakers don't use shuttle services? Cost? Convenience? We have heard this before and are trying to figure out why. Parking is one of our biggest challenges and we are thinking that shuttles could mitigate that. Thanks!!	2016-10-31 06:53:01
John	I would encourage the raft traffic stay higher up on the river (not in the Blue Ribbon trout fishery end) and suggest transit be set up. On the Lower end of the river (Ogden-Seton) leave it for the Shuttle Companies that move the trailers. The bulk of the traffic down there is drift boats and working guides.	2016-10-30 13:09:33
McMordie	Canoeists and kayakers have seldom used shuttle services in the past, and probably won't in the future. They generally do a shuttle of cars, which supports the need for parking lots at all access/egress points.	2016-10-29 15:12:02
Meg	The shuttle sounds like a great idea but for \$50-\$60 I'm definitely not using it. A major draw (for me personally) of getting out on the water is to not have to pull out my wallet to do something awesome in this city...a shuttle could easily cost \$200/month if you go out once a week...that's quite the credit card charge...not something I'm willing to pay for.	2016-10-26 16:02:29



Meg	This entirely depends on the cost and if the shuffle service would accommodate gear (SUPs, canoes, kayaks, etc). Would definitely be open to the service if it was affordable and carries gear. If my gear isn't able to come onto the shuttle, I'll never use the service. Sounds like there has been a shuffle service in place previously?? (From Gil A's comment). Was that just regular city transit or specialized water access shuttle? If it was the latter, the awareness campaign was not very successful.	2016-10-26 15:58:43
CityofCalgary	Good idea! We'll look into it! :)	2016-10-25 13:07:31
Cam	have there been any considerations of agreements with any taxi services or identifying rates between different launch points? I have considered this option but have not yet tried it to see if it is worth my while	2016-10-24 21:40:57
Gil A	I've been using a shuttle service already for more than a decade.	2016-10-10 12:46:21
CityofCalgary	Thanks Christie - another great idea :)	2016-10-06 14:02:05
CityofCalgary	Thanks Jer! We can start the discussion with Transit.	2016-10-06 13:13:50
Christie	rafting is great because it is free and environmentally low impact. Instead of a van shuttle service what about a bike share that is composed of bikes that are able to carry the load of a raft? Our river bike paths are fantastic. The infrastructure is all ready there. Hopefully much cheaper than a shuttle van and less pollution.	2016-10-06 11:19:59
Kayak_Mike	A shuttle service for individuals and equipment would be great. Then the City can help direct some of the parking issues.	2016-10-05 13:11:26
Jer	I'd love to see a shuttle service for the entire city limits. With increased access points i think its going to be necessary to have an additional shuttle service to provide transportation within the city. Although i'd hope that if the city does put a shuttle service in place it does not try run the remaining shuttle services out of business, but only provide affordable shuttles within city limits.	2016-10-05 10:58:17



CityofCalgary	Great question! The City would love to hear everyone's thoughts on this!!	2016-10-05 07:55:41
Pete	There are 2 shuttle companies operating within the city below Cushing Bridge (17 AVE SE) as far down as Carsland Weir. Cost is \$50.00 to \$60.00 to deliver your vehicle downstream. Most people who use the shuttle service leave a set of key with the shuttle co. for the year. A very convenient service. Would a shuttle service be used in the city, say from Stoney Trail to Shouldice Park or St. Patrick's Island at a \$50.00 cost. If not \$50.00 what cost is attractive?	2016-10-04 22:39:24
Rose	We don't use a shuttle, we deal with 2 vehicles, with the vehicle at the take out having a bicycle in it so one of us can bike back to the put-in to fetch the drop off car. A shuttle that moved the vehicle would be a convenience, but am not sure if we'd be willing to pay for it.	2016-10-04 15:06:57
Teague	This could be a very interesting pilot project to see what the general interest and usage is around the Bow (potentially Elbow) for shuttles.	2016-10-04 09:39:40
CityofCalgary	Thanks Fly_mike! We can talk to Calgary Transit about a potential transit shuttle :)	2016-10-04 08:08:46
Fly_mike	I've used public transit to shuttle my packable raft, and it's very inconvenient. A shuttle service that runs hourly or every other hour would be desirable, but location is key. Shuttle service should be limited to the upper stretches. I prefer to keep navigation traffic on the lower river limited, as this provides a more genuine nature experience.	2016-10-03 21:53:01
City of Calgary	Would you use a shuttle service that would take you back to your vehicle, so that you only have to use one car in one location? How important is this to you? What reasons would you not want a shuttle service?	2016-10-03 13:05:57
Brent	I already use a shuttle service, it is a great convenience. The only downfall is that the pricing can be a bit much, as most of the current launches are far apart. To note, it is a shuttle that moves your vehicle for you, so it is far quicker then being taken back to your vehicle at the end of the day.	2016-10-03 11:42:40



Calgary River Access Strategy

Report Back: What We Heard

November 30, 2016

Travis P	I already use a shuttle service, it is very important to me	2016-10-03 11:06:30
----------	---	------------------------

River Access Site Discussion

CityofCalgary	Hi Matt We are thinking about Haskayne Park in the future, but at this time, it is not within City limits. When it does come under consideration, we will need to balance the needs of river users with that of water quality, being this is a reservoir. It will definitely be a future consideration. Thanks! laura	2016-11-28 08:34:39
Matt Kit	It would be great to have access to Bearspaw Reservoir. Not sure why this beautiful area is so private. There is a launch, I believe on public land, that is closed for the public.	2016-11-24 16:56:18
Dorothy	Thank you to the residents of Calgary who support our beautiful parks and green space. I have two small children who love to run around in this area and we don't need any more traffic in this space. Anybody who chooses to access the river with a flotation device is perfectly capable of doing so the way it currently is. How about the City put forth more energy into monitoring the use of life jackets and empty beer cans while using the river. If an expansion does go forward with this parking lot, I will gladly sit on whatever patch of grass it is supposed to take place on and I am sure nobody will try to move me. Thank you.	2016-11-17 09:47:14
Glenn	Edworthy north side would be a far better choice than Point McKay, steepness of the bank is very similar and you can leverage existing parking/facilities. There is very little parking space at the Point McKay location and it would be tragic to sacrifice any green space in the park to further develop this location with extra parking or facilities. Lots of young families and dog walkers use this park on a daily basis - bad idea!!!	2016-11-17 09:29:51



CityofCalgary	Thanks very much for your comments! We are getting lots of feedback on this site and will make a decision based on that feedback. Thanks! -Laura	2016-11-16 04:58:35
1120135	Regarding Accesss to the Bow River at Point McKay/37th Street, I feel that our area is too congested already for any parking/facilities changes, I believe it serves the public for river access sufficiently as is. Trees would need to be removed to provide a larger parking area, and there really isn't enough room for such an expansion. I hope the area will remain as is. Thank you for the opportunity to provide my input.	2016-11-08 12:14:02
CalgaryRiverValleys	Appreciate the principle of accessible to all. Just for clarification, the thought of permit isn't necessarily tied to a fee.	2016-11-03 12:48:23
CalgaryRiverValleys	Note that the expectation for upstream sites will predominantly be access points while further downstream, past Harvie Passage will be more predominantly egress sites. The use and expectation of amenities or services will be different and sites need to be evaluated for their potential impact given their anticipated use.	2016-10-31 14:53:10
SCRN NM	The rafters come with cars and that would take away the enjoyment of all the moments Lynne is talking about. River access should be about more than the place to put the party raft in. We don't need benches and parking lots and porta potties. The green space adjacent to the small parking lot on 37th and Parkdale was recently designated a green space for just this reason. I was under the impression that this meant that it could not be deveoloemed?	2016-10-31 14:15:36



SCRN NM	WHAT!!! Point McKay is a little lot in a green space design for maybe 12 cars. Edworthy is a huge lot complete with washrooms. You need to walk over the bridge to launch your boat, it isn't a big walk with a few freinds. This tiny car park (made to accommodate the tennis courts) cannot replace the Edworthy parking lot!). You cannot possibly think that you can destroy the neighbourhoud park to accommodate parking and porta potties for rafters! This is a terrible idea.	2016-10-31 14:08:46
CityofCalgary	Good comments - thanks Lynne	2016-10-31 06:27:54
CityofCalgary	We did consider this, especially for sites that we think may experience over use (eg 17Ave). Even with a nominal fee, the boating community felt strongly that we should be making every site truly accessible. Instead we are trying to make sure there will be enough access for all - so for example in the 17 Ave area, we are looking at a launch at Ogden fairly close to 17 Ave	2016-10-31 06:27:33
CityofCalgary	Thanks Calgary River Valleys! We have been investigating a few options to ensure safety crossings. First we are trying to avoid them, but as the pathway tends to run the length of the river, this is very difficult. We are looking at signage not only for vehicles (eg STOP), but also cyclist (SLOW, boat crossing ahead), possibly rumble strips, or even mirrors. You may see some of these elements in detailed design of each site	2016-10-31 06:25:17
CityofCalgary	Hi John and Pete Considering the use of motorized boats is out of scope of this strategy. As you're likely aware, the motorized boats are the jurisdiction of the Federal government. If The City did want to influence that decision, a targeted engagement process would need to be completed, and that has not been incorporated into this initial work	2016-10-31 06:23:41



Pete	Once or if the proposed Seton boat ramp becomes a replacement for Policeman's flats, there is a very good likelihood that MacKinnons's Flats will be the closest motorized boat launch to Calgary. The question is whether the city can enforce the "no-power boat" policy within Calgary where the city will only extend down one bank.	2016-10-30 15:36:06
John	What Pete said!!	2016-10-30 13:36:12
John	Further to: as these are proposed city of Calgary locations, there will be no motorized boats being launched either?	2016-10-30 13:31:07
John	With the annexing of Calgary reaching to 120st SE and 210Ave SE does that mean that there will be no motorized boats on the Bow to 120st SE?	2016-10-30 13:30:16
McMordie	Don't forget that canoeists also use the eddies at Bowness Park for teaching! -- and ferrying across from Baker Park is a big challenge for entry-level canoeists.	2016-10-29 14:28:17
McMordie	If you do proceed with a hand launch facility at Prince's Island Bridge, you will have to make it clear that it is NOT for canoeists because the portage on the bridge is too long and far too awkward.	2016-10-29 14:23:59
McMordie	There is also historical importance to the '10 St Wave' site, because of the adjacent old wooden pilings which were a part of the Eau Claire Lumber's sawmill facility. The City should be protecting these pilings.	2016-10-29 14:17:32



<p>Lynne from Parkdale</p>	<p>Benches would destroy the natural beauty and ambiance of that location. We have enough benches at the art installation just to the east, a couple of hundred yards, where the city put in about ten benches. We don't go to the river bank to watch others have fun. We go to roll up our pant legs, sit on the rocks, splash each other with water, and enjoy the peaceful beauty of the river bank in the sun. We see a lot of rafters floating by. It's nice to see them having fun, but a lot of them are drunk. I would not want these people arriving at the site where my kids are. It's not the noise, per se. It's the drunken party attitude of teenagers and young adults who have had too much sun and too much to drink. The place is a treasure, just as it is. Developing it would sanitize it, and remove the feeling of being in touch with the natural world.</p>	<p>2016-10-28 17:35:01</p>
<p>CalgaryRiverValleys</p>	<p>Pay close attention to potential access sites where there are multiple users of an accessing path or the need for those carrying rafts to cross a path. Design/specific location may be able to address some of these concerns. Otherwise these sites should be avoided.</p>	<p>2016-10-28 13:53:23</p>
<p>CalgaryRiverValleys</p>	<p>Has there been consideration of a permitting or licensing system for commercial (Tourism and education) users? This suggestion is not to create problems for these businesses but to avoid conflicts. This permitting system could be attached to benefits including access to sites that are not accessible by the general public. Permitting could address potential over use or conflicting usage in established parks that are already heavily used.</p>	<p>2016-10-28 13:52:48</p>



<p>Calgary River Valley</p>	<p>The Elbow River routinely experiences water quality issues, specifically E coli. The discreet City signage is disregarded. Should the City be encouraging additional use of this river? Shouldn't the City be working harder to discourage people getting into the Elbow? Calgary River Valleys appreciates that the City has recognized this concern in the responses to the River Access Engage process.</p>	<p>2016-10-28 13:50:54</p>
<p>Calgary River Valley</p>	<p>Advertisement of apps at each river access site would offer additional information about environmental characteristics of the specific site as well as general info on safe and courteous use of the river</p>	<p>2016-10-28 13:48:13</p>
<p>Calgary River Valley</p>	<p>A River Access program should include a strategic and seasonally ongoing campaign with local media that would help to ensure the focus is on safe access and minimizing impact on the river edge environment. This messaging would be supported by City website, rental businesses posters/flyers, and onsite signage. In addition to paper maps for free distribution (perhaps laminated for a fee) at rental and tourism locations, the city should generate materials related to safe use of the river and ways to respect and protect the environment and encourage rental sites post on their websites as well. In fact the City could host annual sessions for rental business operators so that they can be more informed as well.</p>	<p>2016-10-28 13:47:23</p>
<p>CityofCalgary</p>	<p>Point McKay! Is this location already being used for rafting and canoeing points? If not, would you consider using it? I'm wondering how many people this site may get. Thanks for any feedback everyone! -Laura</p>	<p>2016-10-28 06:42:45</p>



CityofCalgary	Good comment Lynne! I wonder if there is a way we can have both uses this site - perhaps benches where you can watch the rafts come and go? Or would you be concerned about noise?	2016-10-28 06:40:26
Lynne from Parkdale	Have you considered the needs of people who just want to sit by the river and get their feet wet? I am thinking of the Point McKay location. On a sunny warm day, it's is a beautiful spot to enjoy sweet moments with your kids, while wading in the water and enjoying the sun. The site there gets a lot of use from people who just want to spend an hour or two close to the water. It is also beautiful. It has a natural pebble beach, interesting rocks of varous sizes to walk or to climb on, and a nice view of downtown. My concern is that by installing a ramp and a porta-potty, you will ruin it for people who are not there to launch a boat. There is nowhere else nearby where people can enjoy the river like that.	2016-10-27 22:36:27
Cam	Thanks. I will watch the website as the gathering and assessment of this information progresses. I think this is a good project and hope you are getting a lot of constructive comments. From the 3 on-line forums I am interested to read the ideas and comments that everyone is entering	2016-10-27 16:09:12



<p>Meg</p>	<p>I'm concerned about the parking at Edworthy Park on the south side of the river. Because it is unpaved, there are always large potholes and when the summer brings out the larger crowds, the lack of painted lines creates havoc for parking. This leads to many people parking illegally and blocking traffic. In addition, the overflow parking is in a field, which becomes very muddy with any small precipitation. Secondly, summer users tend to speed quite heavily through the Wildwood neighbourhood to get to the south parking lot at Edworthy - far exceeding the 30km/hr park zones and 50km/hr regular speed limits. Unfortunately, these issues have not been taken seriously by the City or the Police in recent years and as Edworthy gets more and more popular, these issues become increasingly important. I'm hoping that with this river access study, there will be some serious discussions surrounding the speeding and parking at this location. Lastly, the distance from the parking lot (south side of Edworthy) to the river is still quite a distance. Anyone carrying a SUP with their gear by themselves would have to take a least 2 breaks (if they're that strong!) before getting to the launch point. I love the rustic nature of Edworthy Park - the 'secret' trails mixed with the picnic areas are awesome - I'm really not sure how we could decrease the distance from the parking lot to the river with our impeding on that. Also, the railroad tracks would add another layer to the challenge.</p>	<p>2016-10-26 15:38:56</p>
------------	---	--------------------------------



<p>CityofCalgary</p>	<p>Thanks for the great feedback Guillaume! I must admit I'm only learning about river surfing and I find it fantastic. I can let you know that a few departments at The City are working with Alberta River Surfing Association to try to identify some additional wave spots. I suspect it will be premature to include those on the map before the strategy goes to Council in March, but we are hopeful to add more "wave icons" to the map in the coming years. It's good to know that there is a line up of people and that this could be a great newer river activity -Laura :)</p>	<p>2016-10-26 08:15:55</p>
<p>Guillaume Lafond</p>	<p>I think that developing a River Access Strategy plan is a great initiative by the City of Calgary. There are many surfers who use the wave at 10th street and the community has grown exponentially over a few short years. Improving the 10th St wave launch/approach and the wave itself would make the location more enjoyable and safer for surfers. In addition to improving the 10th street wave, my position is that the River Access Strategy should include the design and building of additional waves on the river to accommodate the growing surf community. There are a countless number of days when there will be a steady stream of surfers coming throughout the day before work/school, during lunch hour, after work/school, at night in the dark, on weekends, and during winter. There is typically a line up of more than a dozen surfers waiting their turns in the water. Additional waves would help sustain the growth of the surf community and make the City more enjoyable for its residents and visitors.</p>	<p>2016-10-25 22:39:58</p>



Guillaume Lafond	Yes, I and many others use it regularly (multiple days per week). The spot is getting busy and additional waves would help sustain the growing surf community.	2016-10-25 22:15:48
Pete	<p>Interesting comments here regarding Provincial Government delaying boat ramp approvals due to presence of Whirling Disease. Alberta's provincial biologist have believed for many years that increasing boat ramps on the Bow River would increase stress on the fish population. Using Whirling Disease as a reason to not approve new boat ramps is just another regressive step by AEP. There is not another jurisdiction that I know of that would endorse this belief. More boat ramps spreads out the fishing pressure over a larger river base. The end result is less pressure on the fishery. Case in point, Fish Creek to MacKinnon's Flats is the most intensively fished reach of the Bow River. Adding boat ramps at Seton and Frenchman's would result in an immediate benefit for the fishery.</p>	2016-10-25 18:23:52



CityofCalgary	<p>Hi Cam - thanks for your question. Once the online engagement period has closed, a "What we heard" report is produced for the project team, to help them integrate stakeholder feedback into their decision making process. This report will be shared on the project Engage page at that point. It includes a summary of the key themes that were identified in all questionnaire responses and the comments in this forum, along with verbatim feedback from all participants. The project team will then consider all feedback provide to them, as they make decisions concerning the location of river access sites. Once those decisions have been made, a "What we did" report will be posted to the Engage page that provides details on how feedback influenced these decisions, or inversely the reasoning for some feedback not influencing decisions.</p>	2016-10-25 13:12:06
CityofCalgary	<p>Good idea Brent! Area is something we could potentially request. We can look into it!</p>	2016-10-25 12:53:06
Brent	<p>I would think that requiring the developer to set an area aside that could be utilized as a launch in the future would allow for development to continue, while providing a future area for a boat launch. Perhaps something that should be looked at for future Area Structure Plans.</p>	2016-10-25 10:05:05
Cam	<p>I completed a feedback questionnaire and know others that have done so as well regarding the river access strategy. Will I be able to see this later on and any response as well as what others have completed on the feedback questionnaire? There did not seem to be anywhere to add any contact information to get any confirmation it was received or considered</p>	2016-10-24 21:32:12



<p>CityofCalgary</p>	<p>Hi Brent Interesting comments regarding the developers that generated some conversation here in Calgary Parks. We think the main barrier is we could not place a requirement on a developer, that would ultimately require Provincial and Federal approval. Potentially such approval might be withheld for reasons out of the developer's control (eg maybe new boat launches aren't approved for a time period because of whirling disease), so then the developer could never agree to such terms to begin with. Further, the timing to get Provincial and Federal approval for a boat launch (up to 18 months) may unfairly affect developers. Still, it is an interesting thought, and we can explore how we can encourage these features in new communities. Ralph Klein/Frenchmen's is definitely still be considered, it's just a lesser priority than Seton/72 Ave. We will continue to pursue that site, but due to land issues, we just don't think it can reasonably be done in the next 5 years. We appreciate your comments about needing that site to offer a variety of day trips, and in the strategy we can note that as a reason to continue to pursue the site. We consider power boats to be "out of scope" of this strategy, and for that reason I believe we would not allow them at the 72 Ave launch. Power boats are excluded not only because they are Federal jurisdiction (as you mentioned), but also because we are not currently prepared to address other related issues. For example, we would need to think about launches in a very different way to reduce any potential conflict (eg even signage would be different). And because we recognize that the use of power boats is potentially contentious, we would require a longer and more in depth engagement strategy. Great insights Brent - thanks!</p>	<p>2016-10-24 14:14:42</p>
----------------------	--	--------------------------------



<p>CityofCalgary</p>	<p>Hi PDub With feedback that Bowness can be a difficult site due to volume and people and lack of parking, we are instead exploring the development of Baker Park on the other side of the river. However, the kayakers specifically require the eddies at Bowness for teaching and training, so we have changed the icon to reflect that. While other users such as rafters wouldn't be restricted from using Bowness, we would promote Baker Park instead, so that everyone can have a better experience.</p>	<p>2016-10-24 11:26:15</p>
<p>CityofCalgary</p>	<p>Hi Sue The boat launch is on the south most border of Carburn Park where the kayakers are already accessing the river, very close to the parking lot. We have been assured there are no nesting birds in the particular spot we are looking at. That said, before any site is actually developed, we need Provincial approval which entails a full study of the area, including a biophysical impact assessment and bird evaluation. If these studies indicated that a launch would disturb bird populations then we would have to eliminate this site.</p>	<p>2016-10-24 11:22:17</p>



<p>Brent P</p>	<p>Is there a way to ensure that developers in the future are on the hook for supplying infrastructure to the river, if they are to get permission to build within the river valley? For example, there is some very easy ramp locations that could go in at the Cranston/Cranbook Heights area. Since it's apparent the city is going to continue to expand south of the current area, why not put a bit more of the requirements for the development of infrastructure on those developers that are benefiting from the riverbank the most? I am a bit disappointed in the removal of Ralph Klein/Frenchmen's as a potential launch site, as that would completely change the dynamics of a day on the river (i.e., spread out crowds, change the float locations for a day, etc) while a launch immediately downstream of Policemens would not. Being that the city owns up to the riverbank, would powered boats be allowed to launch at the 72 St, considering that the city limits within the river (and the restriction in the Navigable Water Acts) do not start till the deerfoot extender?</p>	<p>2016-10-24 11:18:57</p>
<p>CityofCalgary</p>	<p>Hi John We were originally concerned about disturbing birds. However after speaking with our environmental staff, we realized that the far south end by the parking lot would not affect bird populations. The site we are proposing is actually almost just south of Carburn Park, and is already being used by kayakers.</p>	<p>2016-10-24 11:16:27</p>
<p>Pete</p>	<p>Carburn Park is a great spot for a boat launch - no flood barrier to contend with. The bank is a natural barrier to flood conditions. Access downstream of the trees does not interfere with nesting and birds on the pond. Well serviced by roads and parking. An excellent addition to the boat launch network in the city</p>	<p>2016-10-23 16:32:43</p>



John M	Carburn Park boat ramp should not be built as the spot is an important resting, feeding area for waterfowl.	2016-10-23 11:36:39
Sue	Why would you put access in Carburn Park - the banks are very steep there OR you will need to put in a road through an area that has birds nesting in it during the spring and summer months.	2016-10-22 17:06:01
PDub	Why is the Bowness Park site identified with a Surf icon?	2016-10-21 15:05:36
Andrea J.	Myself and many friends use the 10th street wave a lot, probably 1-2 times per week in the summer. It is such an easy central place for surfing in Calgary. There are always tons of people that stop to watch and hang out in that spot too. With some minor improvements this could be an amazing spot that many Calgarians could enjoy for a long time.	2016-10-19 15:27:42
CityofCalgary	Hi Cam Yes it is! We were even considering it for a boat launch but the site is being redeveloped and will have a berm, so that doesn't work. But we think it works perfect for a hand launch. Thanks for checking it out!!	2016-10-17 08:18:57
Cam	is the douglasdale launch at the ball diamond along the edge of the Bow? There is already a parking lot there and some amenities. There is also a small parking lot on the east side of the Bow at the Sue Higgins bridge. Just found it for the first time earlier this week. Is this considered a hand launch	2016-10-14 17:55:48
Cam	printable maps on the City of Calgary website would be good. Sharing the information with the province so they can consider including in the yearly fishing regulations. Posting the maps at the launches or something to tell them where to go to find them so people planning to use can plan ahead	2016-10-14 17:41:58
CityofCalgary	Awesome suggestion - we hasn't thought about tourist offices. Thanks!	2016-10-14 15:58:45



CityofCalgary	Thanks McMordie. Sounds like the south side of Edworthy may still be needed for those residents. Good catch!	2016-10-14 15:58:05
CityofCalgary	Great feedback - thanks Glen! Bowmont is being explored with a few options. Hopefully it might provide another option	2016-10-14 15:57:01
CityofCalgary	Thanks McMordie - I'm hearing we need better signage and directions (from our website potentially) to the Stoney Trail site. THANKS!	2016-10-14 15:56:07
CityofCalgary	Good feedback McMordie. We are limited with a parcel of land that serves many purposes but we can certainly consider this!	2016-10-14 15:55:31
CityofCalgary	Good to hear Glen! The Fire Department typically uses the 17 Ave boat launch, or 8 Street upstream. They used to use a launch right in the park, but the pathway they used to get to the river is severely overgrown now.	2016-10-14 15:54:29
CityofCalgary	Me too McMordie - thanks :)	2016-10-14 15:53:08
CityofCalgary	Hi McMordie Bend in the Bow was presented last night and the River Access Strategy was pleased to see the addition of many amenities including viewing areas, garbage cans, and an additional washroom were included in the plan. Kayak Alberta would also like to see a change room in the parking lot that is owned by the Province's Bow Habitat station. We can examine this possibility but are unsure if the Bow Habitat can sacrifice any of their parking stalls, and ultimately the decision would be theirs.	2016-10-14 15:52:08
CityofCalgary	We hope to get this launch site up and running again McMordie! Thanks for the vote for this site!	2016-10-14 15:47:35



CityofCalgary	Thanks McMordie! We have reviewed all these sites: - the Old Fire Hall will have severe parking challenges (a restaurant is scheduled to go in there), and we are concerned about traffic - there is a current hand launch at St Patrick's Island that will continue to be used - and we are planning a hand or possibly even a boat launch at 12 Street So hopefully there will be lots of options for everyone. While the Prince's Island site provides some challenges, we have heard that many people use this site, not just from Lazy D rafts. So we would be hesitant to not include it	2016-10-14 08:10:06
McMordie	I sure hope that the City can fix up some of these boat launches next year! I wouldn't want to see this study gather dust on the shelf, like so many other City studies!	2016-10-13 23:09:59
McMordie	I am looking forward to Harvie being opened again, but the portage from the parking lot is too far for many canoeists. There needs to be drop-off roads installed above and below the Passage. Toilets and picnic benches would be good at the Passage too!	2016-10-13 23:08:08
McMordie	I have used Bowness Park many times over the years as a canoe launch. Stoney Trail is a pretty good location, but it is VERY hard to find and only keeners know about it.	2016-10-13 23:05:04
McMordie	I think the site at Prince Island Bridge is terrible, and the only reason that rafters use it is because of the raft rental business there. Canoeists and kayakers dont use it. The City should find a better location; perhaps at Hillhurst Fire Hall, St Patricks Island, or Inglewood 12 St.	2016-10-13 23:02:42
McMordie	I doubt the Province would disagree with any facilities that the City may propose for Pearce Estate Park. There are already many facilities in the park that they must have approved!	2016-10-13 22:58:39



McMordie	I think Point Mckay or Home Road sites are much easier to use than Edworthy, but I realize they don't serve people living on the south side of the river well.	2016-10-13 22:55:37
McMordie	I think a simple brochure available at City facilities and tourist offices would be good as an introduction. Signs with large maps at each launch site would be very useful too; like they have in parking lots in Banff Park and Kananaskis.	2016-10-13 22:52:48
McMordie	I have used the canoe launch site under the Shouldice highway bridge for 40 years, and I am very disappointed that there is a gate now!	2016-10-13 22:50:03
McMordie	I use Point Mckay and like it. The Edworthy Park location is too far from the parking lot for most people, but it is a good stopover point for a picnic.	2016-10-13 22:46:07
Glen W	When the Harvie Passage was briefly open I used it for one glorious day. It was an excellent venue for fast water practice and very entertaining. I look forward to seeing it open again. The walk from the parking lot is long, but it is flat and fairly direct. It is possible to park temporarily and load your gear at the fish hatchery entrance when they are not looking. I have often wondered how the fire dept does a weir rescue; they must get vehicles in there somehow but I have never actually seen them do it.	2016-10-13 12:19:01
Glen W	Bowness Park is a destination in itself and I leave it to picnickers and families. The stone jetties into the river are used for training and they park there. Stony Trail appeals only to paddle people and dog walkers so I use it to launch. Not sure where Bowmont is but the banks are pretty steep everywhere along there. Maybe when the old gravel pit is converted to Parks use it would become attractive to paddlers.	2016-10-13 12:07:04

CityofCalgary	Who's excited about the opening of Harvie Passage? Do you intend to use it? How can your experience be better accessing this site?	2016-10-12 14:58:11
CityofCalgary	Who uses Bowness as a launch site for rafting or canoeing? The City recognizes there are challenges to the site with lack of parking and large number of park users. Would you use Stoney Trail or Bowmont if there were facilities there? Why or why not?	2016-10-12 07:54:22
CityofCalgary	Website maps, art, and approximate times between points are all great ideas! Thanks everyone!	2016-10-11 10:33:25
CityofCalgary	Hey Pete We are addressing this! First we are trying to separate Fire and Public launches, creating some new launches that are for public only. For example, in the future there may be a way to install a public access ramp at Shouldice, downstream about 100m. In some locations where they will be co-located, we plan to have two ramps side by side. This sounds expensive, but we are hoping to use a product called "Flex-O-Mats". These are inexpensive, and have the added benefit of being able to be moved if needed. This will allow us to change our boat access points in the event that floods destroy one of our sites.	2016-10-11 10:31:26
CityofCalgary	Thanks Glen!	2016-10-11 10:28:11
CityofCalgary	Thanks Christie!	2016-10-11 10:27:41
CityofCalgary	Like this idea Glen. Short walk across the bridge is much safer! Thanks!	2016-10-11 10:27:19
CityofCalgary	Thanks Aphelps for noticing this site, and Pete for filling in the history. At this time, we don't have an exact location, but as this sounds like an ideal site, The City would make efforts to find land/appropriate spot for a launch. Thanks for the feedback!	2016-10-11 07:59:24



Glen W	I have rafted down the river a few times and always rented from U of C. I have taken out-of-town visitors and they are always absolutely fascinated by the experience of floating, unimpeded through a city of a million inhabitants. A rented raft doesn't need to be stored at home, and will not be abandoned as so many cheap ones are. A great day for \$40.	2016-10-10 14:21:20
Pete	This site was identified as a possible boat ramp considering the City of Calgary has ownership or lease of the of the Sheppard Outflow at this point on the river. At one time in the 1990's the Frenchman's was used by the fly fishing guide association as a private boat access. It is an excellent location for a public boat ramp and parking spot for walk and wade fishing.	2016-10-10 13:15:41
Glen W	The Milk River has an excellent map showing access points and the time between points for different modes of travel. Never tested it but I intend to next year.	2016-10-08 11:03:14
Glen W	Not if you portage across the bridge and launch from the Bow Riviera on the south side. The water is shallow and calm there.	2016-10-08 10:58:55
Aphelps	I wasn't aware that there was City land access at the proposed Frenchman's/Ralph Klein Outfall. Anytime, I've gone down there everything is gated up with no trespassing signs; which is extremely disappointing as this is a beautiful stretch of river. Where exactly does/or is The City proposing access here?	2016-10-06 15:25:31



CityofCalgary	Hey Christie - this site is marked, but on the tab that states "Walk-In and Hand Launches". So it will be appropriate for rafts, canoes, etc, but not for big boats that need a vehicle to back their boat into the water. I'm glad you commented on this site as we weren't sure just how much it was being used and if it would be worth upgrading - THANK YOU! We want to make the slope from the river a bit it easier to climb up. We were thinking that if we took out part of the railing, then it would be easier for rafters to go up and over the pedestrian bridge, so that they don't actually need to go out on the busy pathway. What other incentives would you like to see to encourage people to use that bridge?	2016-10-06 13:12:15
Christie	I would love to see more art on bridge supports. The Art could be instructional.	2016-10-06 11:03:05
Christie	Why is there not a site across from the curling club under the 3rd street bridge? It has so much raft traffic it needs a plan. Plan should include insentive to cross Memorial safely	2016-10-06 11:00:47
Christie	we love going to watch the surfers. Rocks to create seats for viewing, tolits and drinking water there would be great	2016-10-06 10:57:22
Pete	Would love to use Shouldice as well as Stoney Trail and 17 Ave SE as drift boat access. Unfortunately the Calgary Fire Department has a belief that eliminating trailered boat access to these boat launches will expidite their river access. The mind set needs to change since the current position is a punitive decision against the drift boat users, while not addressing the overall cluttered approach for launching canoes, rafts, etc. Hopefully the Calgary River Access Strategy will address this issue. If not, the only alternative is to add new boat ramps at an unnessary high cost	2016-10-06 08:25:35

CityofCalgary	Thanks Kayak Mike! That site is further complicated because much of Pearce Estate Park is leased to the Province. But we can certainly try and make some improvements which will benefit everyone.	2016-10-06 07:46:49
Kayak_Mike	The Province owns it, but they aren't in the business of managing sport facilities. The City Will end up taking a lead/major role in the management of the site, so when looking at river access it makes sense to ask Calgarians what they would like for access at the site. There should be alternate parking solutions seriously considered. A small parking area between the south end of the low water channel and 17th ave would alleviate issues with the Pearce Estates parking. This could even just be along the service road to the boat ramp. Likewise a river left solution would be welcomed (access is tricky, but only cost related). Change rooms at either the fish hatchery parking lot or at a new location have been brought up multiple times but nothing has any traction. The last time HP was built it was left as a moonscape. This time is should be better with the nice steps etc, but unless the River Access Strategy includes picnic tables, garbage, etc, it could be a while till those amenities are installed.	2016-10-05 17:23:09
CityofCalgary	Hey Kayak Mike - as the Harvie Passage is being built by the Province, it certainly can be challenging for The City of Calgary to address access issues. What are your specific concerns, so we can make sure we do as best we can to address them?	2016-10-05 14:42:23
Kayak_Mike	Don't forget about access at Harvie Passage. It's being built, people will use it, but it's the Elephant in the room that no one wants to tackle.	2016-10-05 13:08:30



<p>CityofCalgary</p>	<p>Let's talk Edworthy! Do you use Edworthy as an access point? We have not put it on the map, because the site has some challenges. We have noticed that the north side of the river at Edworthy is very steep and is dangerous to get up and down. Parking on this side can also be frustrating. We would prefer that people cross the bridge and use the south side, or park on the south side and walk to the river....however we realize both of these options may be a long walking distance when carrying a canoe or raft. If Edworthy is not promoted as a river access site, would you use Point McKay or Home Road instead? What are your thoughts about this site?</p>	<p>2016-10-05 09:20:18</p>
<p>Brent P</p>	<p>That launch would be in a great spot. I've always thought it would be perfect for a proper boat ramp when biking by it. Easy access off of Ogden is quite helpful, and would open a lot of water above Glenmore Trail.</p>	<p>2016-10-05 08:54:03</p>
<p>CityofCalgary</p>	<p>Good catch Oggie. This site is currently being used by RiverWatch, but more as a stopover picnic site. It is possible to install a boat ramp, but parking may be difficult. We'll look at it closer and perhaps change this designation to a 'walk-in hand launch'. Thanks for this feedback Oggie!</p>	<p>2016-10-05 07:52:18</p>



CityofCalgary	Happy you noticed this potential site Oggie - we think it may have lots of potential! This site would be underneath the Ogden Road bridge, barely downstream from the Bonnybrook train bridge. We have avoided using the name Bonnybrook, so it isn't confused with the other site at the Bonnybrook treatment plant. It is a proposed site, right now only being used occasionally for carry on (eg canoes). There appears to be plenty of room for parking and washrooms under the bridge. The slope is very gentle, and we think it would take very little effort to simply add a boat launch. It is also fairly easily accessible from Ogden Road. What do you think about this site? Would you use it?	2016-10-05 07:47:52
CityofCalgary	Correct Rose! Technically, especially since the flood, there really are very few designated access points, which has forced river users to each find a suitable site. This strategy intends to promote and consolidate the access sites (and provide amenities), not only for convenience of users, but also to preserve our riverbanks.	2016-10-05 07:42:06
CityofCalgary	Good question Rose! You may notice that Edworthy Park is not marked on the map at all. We have found that the north side of the river at Edworthy Park is much too steep to be accessed safely (and there have been a few incidents), and the parking is frustrating. The south side is better, but we were unsure about the distance from the parking lot when carrying a canoe or kayak. Is this a site you tend to use? If so, is that walk a barrier? Point McKay is on the North side, and therefore we were hoping it could replace Edworthy Park.	2016-10-05 07:38:49
Oggie	Proposed location at Bonnybrook bridge has zero public access to river other than pathway at present. Curious as to how and where you plan on creating access to river for vehicles at this site. Will there be parking, etc?	2016-10-04 16:12:52



Oggie	Ogden Road bridge is mislabelled. Correct name is Bonnybrook Bridge. Is this a proposed site or an existing site? Map is unclear.	2016-10-04 16:01:25
Rose	Just some clarity for my mind - the maps show proposed access sites, right? Not ones that necessarily exist or are public at this time.	2016-10-04 14:48:29
Rose	Up-to-date maps on the website would be a start. Personally trips are planned at home, so maps wouldn't be needed if I could figure it out before we left.	2016-10-04 14:47:17
Rose	Did not prevent our use of the river, but we kayak not raft.	2016-10-04 14:45:55
Rose	I'm unclear - is Point McKay on the N or S side of the river. If on the N, why not access from Edworthy. As somebody coming from the south to paddle on the river the extra distance to drive around to Shouldice matters.	2016-10-04 14:45:06
CityofCalgary	What is the best way to communicate information to river users, such as access points, advisories, or environmental information? Website? App? Paper copy maps (with a waterproof coating)?	2016-10-04 12:20:23
CityofCalgary	Have you used the Shouldice launch site? If so why did you pick this location and what challenges did you experience?	2016-10-04 08:02:57
CityofCalgary	When you go rafting do you bring your own raft, or do you prefer to rent?	2016-10-04 08:01:28
CityofCalgary	Who is interested in surfing at the 10 Street Wave? Do you use this spot often?	2016-10-04 08:01:01
CityofCalgary	Were you aware of the Alberta Health Services advisory on the Elbow River this past summer? Did that advisory prevent you from using the river?	2016-10-04 07:59:12



CityofCalgary	Hi Brent This site isn't owned by The City of Calgary, so it hasn't been included at this time. We could consider approaching the developer about using the site. We would need to create a separate ramp so that Fire always has uninhibited access to their ramp, but this is possible. Good ideas!	2016-10-04 07:57:57
CityofCalgary	Thanks for the feedback Glen! We were wondering if the steep banks would be treacherous.	2016-10-04 07:56:07
Glen W	The Point McKay site at the bridge to Edworthy Park is most popular with rafters because it has a beach area, amenities and a good parking area. The foot of Home Road has ample parking adjacent to Shouldice Park, but it is a long way from the water edge and has steep banks. Advantage: McKay.	2016-10-03 18:11:09
Brent P	Why isn't the newly created Quarry Park (Fire Boat Launch) included on possible options. Seems to me that this may be the easiest one to retrofit for a launch, as all it would require is a better parking area.	2016-10-03 13:34:05
City of Calgary	If you had to pick one of these hand launch locations, would it be at Montgomery, Home Road or Point McKay?	2016-10-03 13:02:40
Travis P	Doesn't apply to me	2016-10-03 11:05:25