

Meeting Notes

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

Date of Meeting: October 1, 2014 **Location:** Municipal Building, (MUN07B82-25 – Van Horne Boardroom)

Meeting Facilitator: O2 Planning + Design Inc.

Project Name: West Eau Claire Park + Public Realm Plan

Attendees:

| Company/Organizations | Email |
|---|-------|
| O2 Planning + Design | |
| City of Calgary - Centre City | |
| Calgary Fire Department – Tech Services | |
| Calgary Police Service | |
| City of Calgary – Ward 7 Councillor | |
| City of Calgary – Parks | |
| City of Calgary | |
| City of Calgary – Urban Design | |

| Topic | | Notes |
|-------|-----------------------------|--|
| 1 | Circulation + Accessibility | <ul style="list-style-type: none"> • Are there any statistics to support number of pathway users? Numbers would be interesting to have and could help to determine projections. • Numbers exist for the Peace Bridge • A balance needs to be maintained between cyclists and other pathway users. • If pathway is wider, users tend to go faster • Pedestrians on pathways act as a natural speed bump to cyclists. If the separation is too much, cyclist speed tends to increase. • Pathway design (curves, aggregate, paint markers, etc.) helps to slow down cyclists • Opportunity to adjust surface paving at intersection (Peace Bridge and Eau Claire Plaza approaches) to slow down cyclists • There was a planter in the middle of the promenade at some point and it seemed to slow down cyclist traffic. • Morning commuters seem to respect rules if the speed limit is lower. • Consider road network as part of the solution to alleviate cyclist traffic • Important to maintain cyclists in the park. A combination of elements should be implemented to reduce the cyclist traffic speed: <ul style="list-style-type: none"> - Strategically Designed pathway - Rule Enforcement - Alternative routes • The pathway between the Peace Bridge and the Eau Claire Plaza is the most congested. This could be designated as a slow zone. • Temporary, solar powered signage that indicates cyclist's speed limits in the designated area to raise awareness. |
| 2 | Vegetation and Greenspace | <ul style="list-style-type: none"> • The pre-existing, vegetation is most intimate canopy in the area. Opening it up would not be beneficial • Need some elements of wilderness |
| 3 | Maintenance + Safety | <ul style="list-style-type: none"> • Need a balance between visually accessible areas and physically accessible areas to ensure safety and functionality. |
| 4 | Amenities | <ul style="list-style-type: none"> • The West Eau Claire area should not compete with the East Village in terms of amenities and programming. • There is often people watching fire department/police operations at the boat launch. Creating an area to look out could be visually and interactively interesting. • Interface with 8th Street Corridor project: the current concept should be considered as a placeholder as the nature of the adjacent development is still uncertain. The adjacent parking lot is owned by the City and planned for institutional use, such as an opera house. Parcel ownership should be identified. |

| Topic | | Notes |
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| | | <ul style="list-style-type: none"> • The area north of the parking lot currently seems like a waste of land, but will likely be an important space as it will interface with institutional use. • The proposed location of fitness equipment makes sense as it could be relocated overtime as the parking lot gets redeveloped. • Fitness equipment: do they need to be located all together? Could they be spaced out? • Is there a policy barrier to allow commercial kiosks in parks? If so, requirements and steps to change it should be identified. • Like the East Village precedent (steps to the river). Could see that in this park with areas of contained sand. |
| 5 | Others | <ul style="list-style-type: none"> • Need to make the area feeling safer for park users first. It won't make sense to invest in the area if users do not feel safe as they will likely not return. • Information could be presented as layers (i.e. lighting strategy, public art strategy, etc.). This presents the advantage of being able to "slice" information for budgeting and implementation purposes, while understanding the whole concept. |