



Calgary River Valleys champions and engages the public in the protection, appreciation and stewardship of Calgary's rivers, creeks, wetlands and watershed resources.

We are the voice of our rivers.

July 19, 2016

The Manager
Navigation and Protection Program
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Sent by Fax to 1 (204) 983-5048

Sent by Email to matt.klaverkamp@tc.gc.ca

Re: Registration Number 161135659 - 2013 Flood Damage Repair Harvie Passage, Calgary

(For clarification, we also want to bring to your attention that the notice provided in the June 20, 2106 edition of the Calgary Herald provides the registration number as 161135359.)

Further to the notice under the Navigation Protection Act regarding the above noted works by Alberta Transportation, the following are comments regarding the effect of this work on navigation on the Bow River brought forward by members and partners of Calgary River Valleys.

It would be a reasonable expectation that when refitting after the flood that this river channel should address inadequacies noted prior to the flood to be more safe and to better facilitate the greater public use. The original purpose of investing in the changes to this weir were to facilitate safe convenient boat passage, to provide fish passage upstream and to provide some re-naturalization of the river corridor at the weir location. The project as has been designed appears to have given higher priority to sporting activities perhaps to the detriment of safe and convenient passage for the much larger public user groups.

Known and regular user groups such as education tours, drift fish boats, tourism boat services and paddlers of larger canoes etc. have indicated that the low water channel will not be a feasible passage under many water and use conditions for several reasons:

1. The entrance/exit from the low water drop pools are too narrow for some of the craft.
2. The narrow entrance ways and unforgiving flow rates of the river present the probability of conflict in heavy traffic.
3. It is anticipated that the majority of users will be using the lower water channel and as a result smaller and play boating users will be at greater risk as the larger boats enter the narrow low water channel.

Some Calgary River Valleys members look at this structure as a replacement of the weir barrier with another barrier for which it is necessary for them to require portage or that they avoid this passage. And that the result is not what it should be given the considerable investment. The opportunity to improve safety and increase convenient use for many user groups should not be lost.

Concern has been expressed by many that the approach to the passage from upstream can leave unprepared and naive river users to a position of going through the much more challenging and potentially dangerous



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high water channel. There have been tragic outcomes at this site in the past and every effort should be made to avoid such circumstances.

This design as we see it also has environmental impacts and implications and the redesign should be looked at for opportunities to avoid and mitigate any negative impacts. The design should include better fish passage, other river and riparian contributions to river functionality, and biodiversity. We understand these issues are secondary but associated with the purposes of this review under the Navigation Protection Act. We expect that they will be considered under other regulatory requirements and requests for comment before final decisions.

We appreciate your consideration of these comments. We would be pleased to provide further information and are available for discussion.

Yours truly,

Michael Kenny
President, Calgary River Valleys

Bill Morrison
Chair, Watershed Policy and Planning Committee
Calgary River Valleys

cc Carl Wirzba, AB Transportation

CRV Circulation

