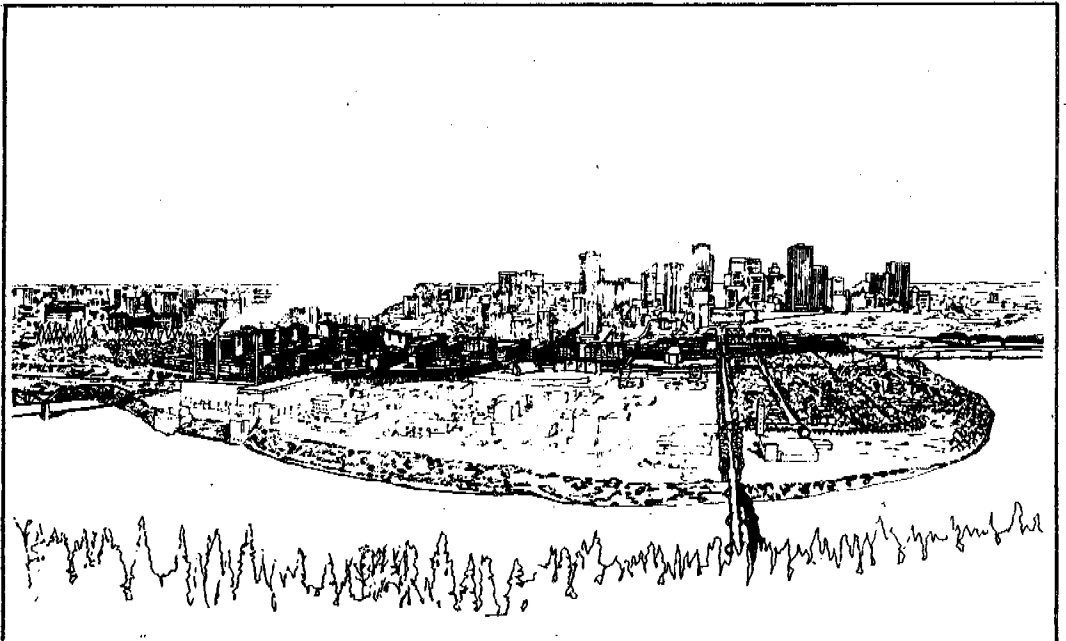
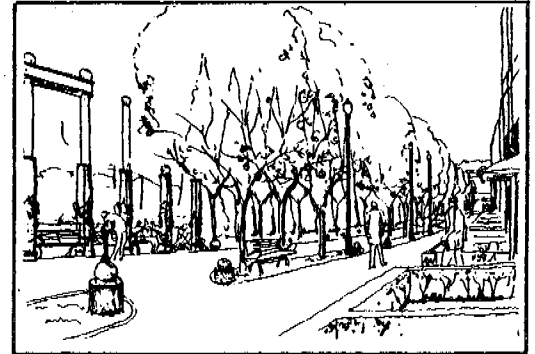
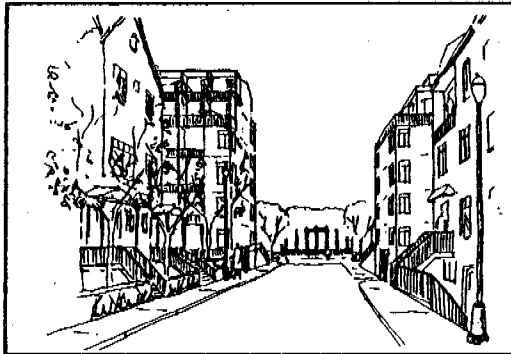
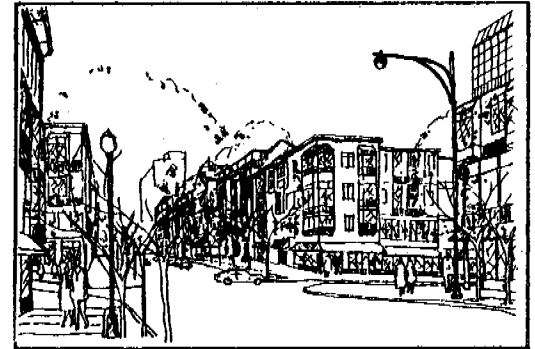
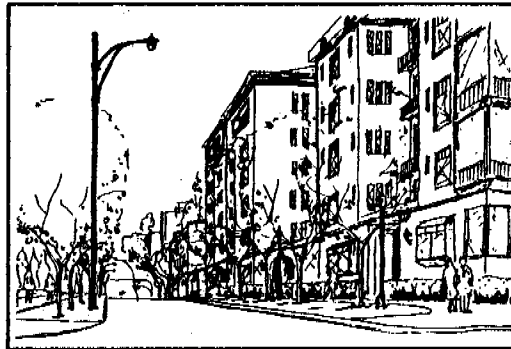


AN URBAN DESIGN STRATEGY
FOR

ROSSDALE



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THE CITY OF
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PLANNING
AND BUILDING

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BACKGROUND TO THE STUDY

PLANNING HISTORY

"Since the early 1900's, the City has gradually acquired land in the communities of Rosssdale and Cloverdale on an opportunity purchase basis for eventual development of the areas for parkland and open space. At present, the City is a major landowner in the two communities, with approximately \$15-\$18 million worth of vacant and developed residential land holdings.

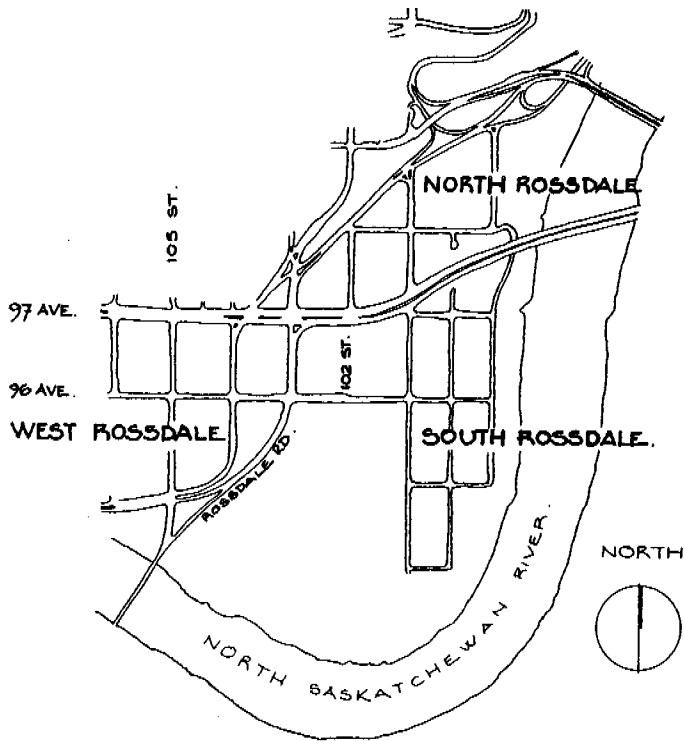
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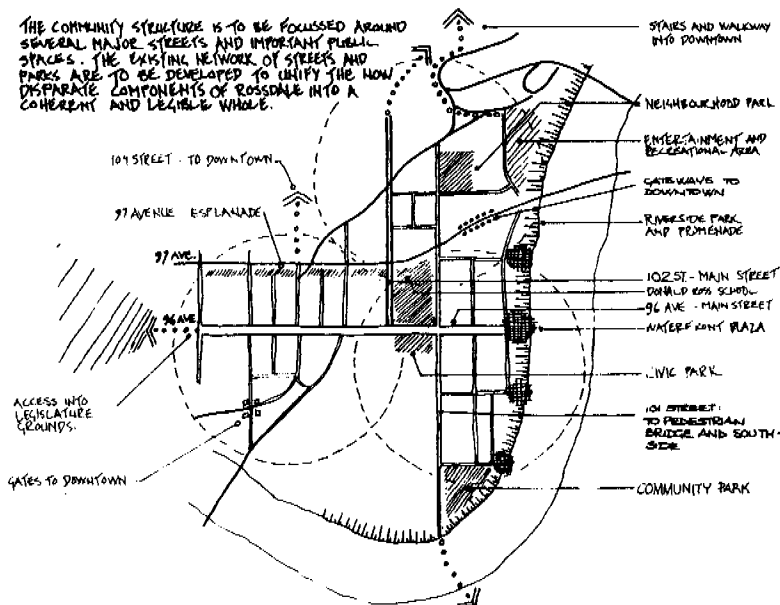
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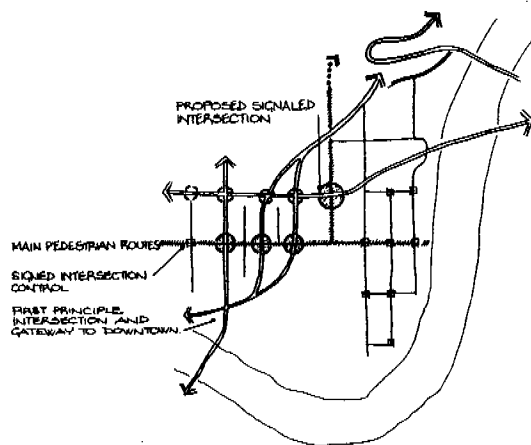
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The community structure.



Regional transportation concept.

- Establishing Urban Design Guidelines
"Urban Design necessarily conditions buildings."
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The purpose of these controls is to ensure quality and cooperation without chaos and boredom. In concert with an urban design plan they are to create a clear physical expression of community hopes and intentions.

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4. The concept for Rossdale is the integration and development of its three parts into a single community, capable of supporting a wide range of social, recreation, education and commercial land uses. The emphasis throughout is on the creation of housing with strong street and grade relationships which are to serve as necessary alternatives to the narrow range of choices currently available.

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5. The community structure is focussed around several major streets and important public spaces, in particular, the Main Streets of 96 Avenue and 102 Street and the parks - Donald Ross, Diamond, the Brewery area, and the C.C.R.P. The existing network of streets and parks is to be developed to unify the now disparate components of Rossdale into a coherent and legible whole.

Pedestrian Access to Downtown

6. There should be an ease of access to Downtown on foot. Three major routes are proposed up the valley slope and to be integrated with the streets.

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7. The regional arterials are and must remain a major component of Rossdale. To create a neighbourhood amenable to people on foot, the system must be modified for a balance between vehicle and pedestrian traffic.

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- * This precinct is to be the location of a variety of medium density housing types, reinforcing the existing city blocks and the grid of through streets.

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106 Street Villas

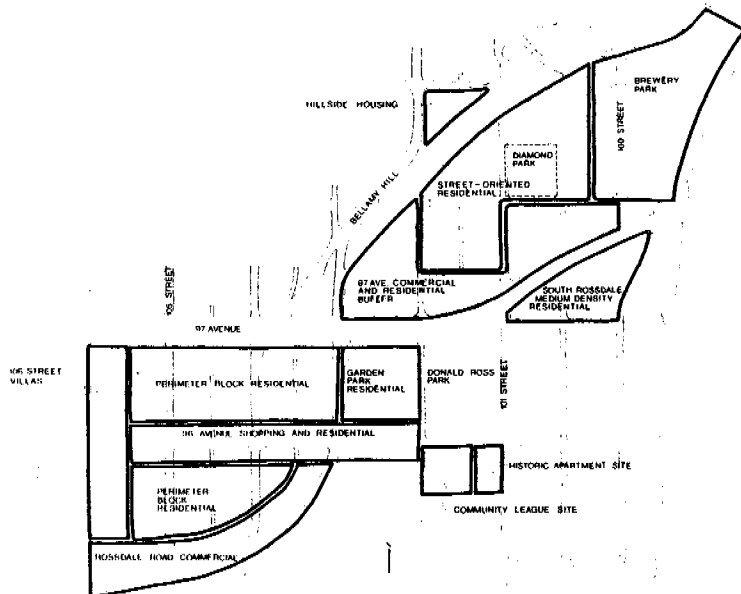
- * 106 Street is to have a strong sense of formality and dignity in keeping with the Legislature building and its symbolic public importance.
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- * The built form is to be an introduction to the Downtown and this neighbourhood and serve as a buffer to the neighbourhood from the power house, treatment plant, the surrounding roads and John Ducey Park.



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AN URBAN DESIGN STRATEGY FOR

ROSSDALE

March 27, 1986.

PREPARED FOR
THE CITY OF EDMONTON
PLANNING AND BUILDING DEPARTMENT

PREPARED BY
The River Valley Joint Venture

The Orlesky Carlyle Partnership

David Murray, Architect

10190 - 104 Street, Edmonton, Alberta T5J 1A7 (403) 424-6993

This report was prepared for the City of Edmonton Planning and Building Department over a ten week period for the development of urban design guidelines for medium density housing and for the concept design of streetscape improvements in Rosssdale.

The contents of this report both complement and enhance the Area Redevelopment Plan for Rosssdale as prepared by the City of Edmonton Planning and Building Department. The purpose of the report is to establish the context for the physical expression of built form, ensuring that Rosssdale's image is strengthened and maintained within a coherent public network.

The streetscape improvements support the public network of streets, parks and plazas, as the basic ordering system of the community. The urban design guidelines are directed to public and private developments as they affect the public network.

Study direction was provided by the City of Edmonton Planning and Building Department: Bill Dolman, Director; Louise Lyle, Project leader; Scott Pragnell, Planner; Paul Walsh, Planning Technician.

The consultants' project team consisted of Douglas M. Carlyle, David Murray, Richard Isaac and Pearl Schreiner assisted by E. Keith Orlesky, Robert N. Allsopp, Gary Andrishak, Doug Clelland, James Cheng and Jeremy Sturgess.

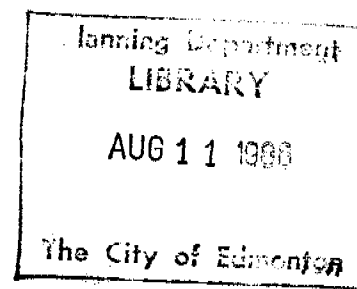


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BACKGROUND TO THE STUDY

PLANNING HISTORY

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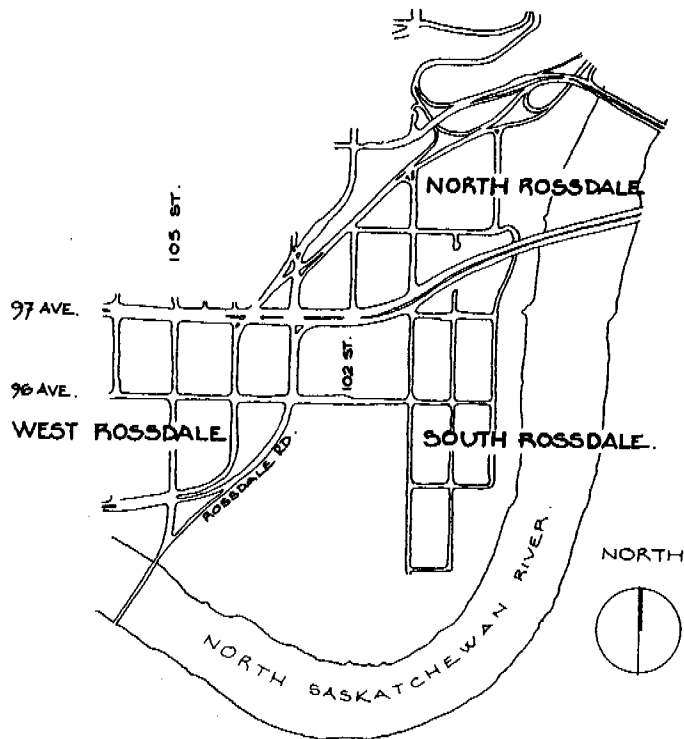
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It sets forth a planning strategy for Rossdale as a vital and diverse community, establish guidelines to give direction to the overall neighbourhood form, public improvements, and built form, and offers a vision of the community's potential form in its mature state. It should be the basis for the on-going formulation of a detailed vision among all participants in the planning process including residents, city planners, developers, architects, and financiers. It should be a Terms of Reference during the process of change and revitalization.

The study complements and enhances the Area Redevelopment Plan's basic land use districts, regulations and design guidelines, as well as transportation and open space requirements. Differences are evident in areas where the Plan deals with issues in the range of five years, whereas this study presents a vision within a somewhat greater image. By example the Plan includes blocks in West Rossdale for surface parking use for the Trappers Baseball games to cover the period to which their lease expires. This report calls for their development as residential and commercial uses.

STUDY ORGANIZATION

The study is organized into four components. It begins by outlining the overall objectives, approach, concept and community structure. More detailed guidelines for community form set the context for the public improvements and built form, and so the respective responsibilities of the public and private sectors. Winter City emphasizes issues to be addressed in a city north of 54. Section C, A Walking Tour, portrays a vision of the potential form and its opportunities for a more urbane lifestyle and Section D, How To Get There From Here, summarizes recommendations to be adopted for the project's overall approach and specific public improvements.

EXECUTIVE SUMMARY

CONCEPT AND PLANNING STRATEGIES

1. The primary function of the report is to define a community structure and approach for an appropriate mature state for the area and to recommend urban design guidelines appealing to public, private, and shared overall responsibilities.

Area Potential

2. The community is both at the foot of Downtown and the bank of the North Saskatchewan River which together surrounds the community and create a unique community site. By its location, views, and context, Rossdale has the potential to be a unique Downtown-Valley Neighbourhood.

Approach

3. The approach is based on a number of simple principles:

- Thinking Small Scale

Rossdale in its potential entirety is not a large community. Small incremental pieces foster complexity, the key to urbanity.

- Using What Exists

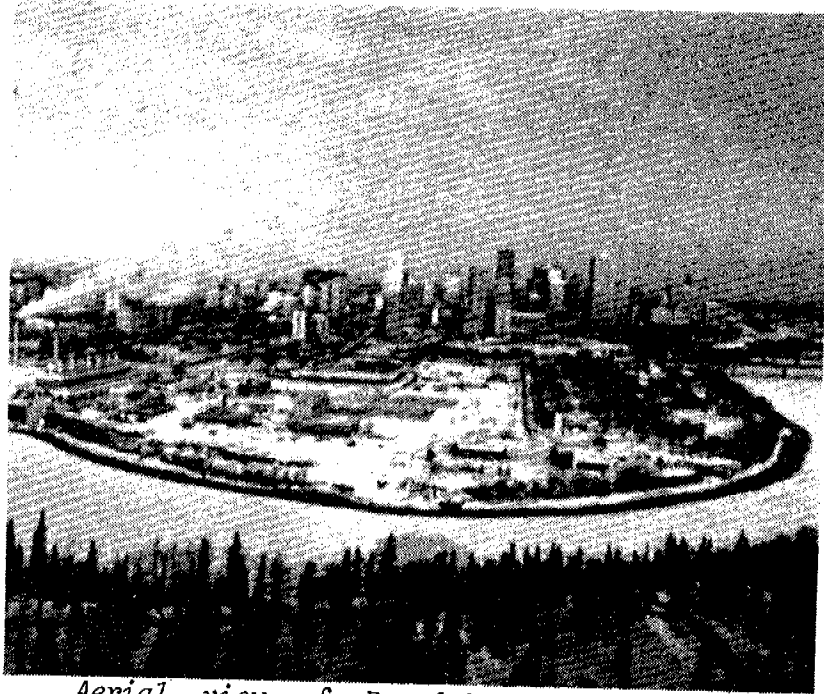
The neighbourhood's revitalization should integrate the existing, major components. The existing parks and grid of streets and lanes should be maintained. Existing housing and public buildings should be retained as they stand or incorporated into new projects.

- Integrating

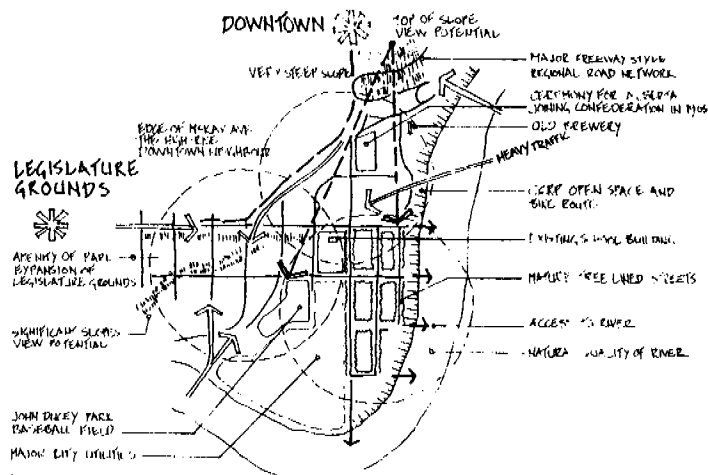
Major existing site components should be integrated into the revitalized Rossdale as part of the City's commitment to make all of the area a viable residential community. Regional roads must be modified from roads that function primarily for vehicle traffic to streets where there is a parity between cars and pedestrians.

- Streets to Create Places

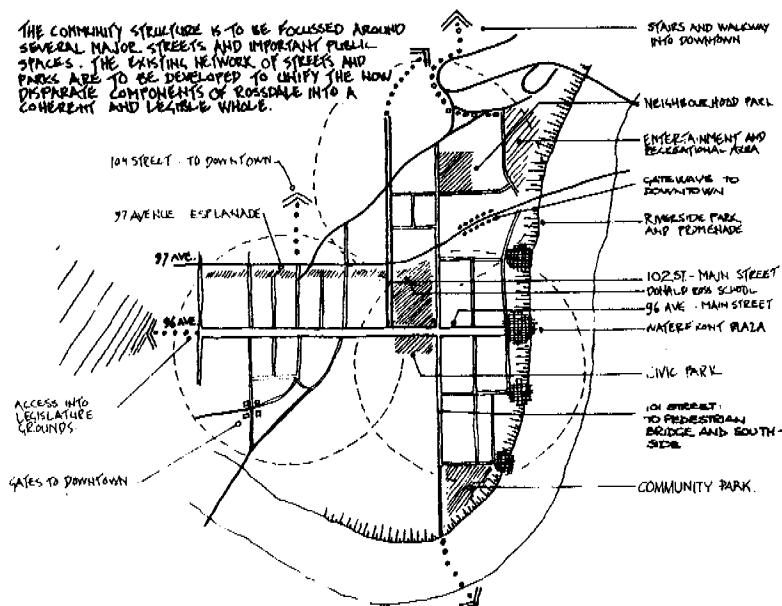
Streets are the places where we experience, perceive, and express the richness of the life of the city. Throughout the community the streets, parks and plazas, the ordering system of the city are to add imageability and legibility, qualities that are both missing from most of our neighbourhoods.



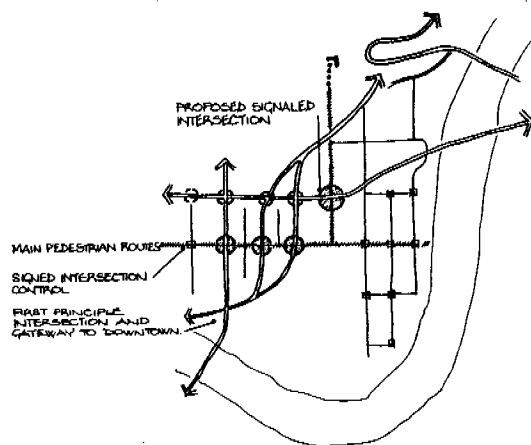
Aerial view of Rossdale from the South Side.



On-site and adjacent development influences.



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Regional transportation concept.

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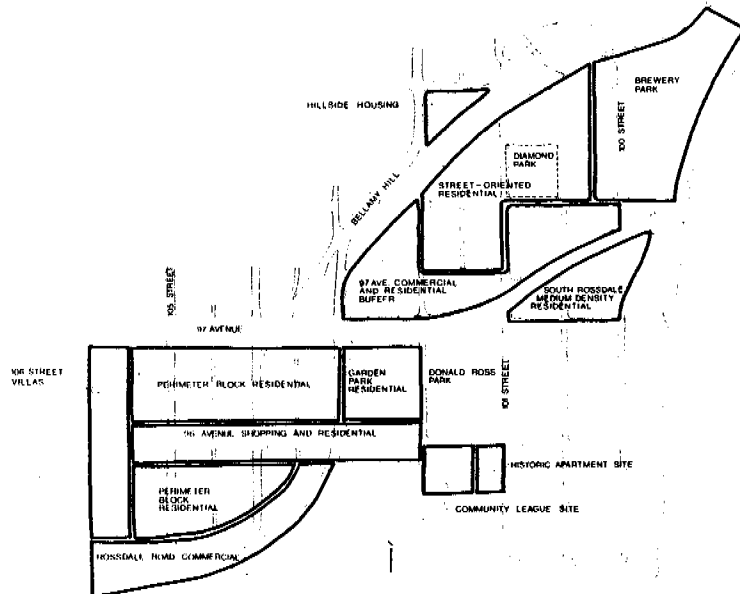
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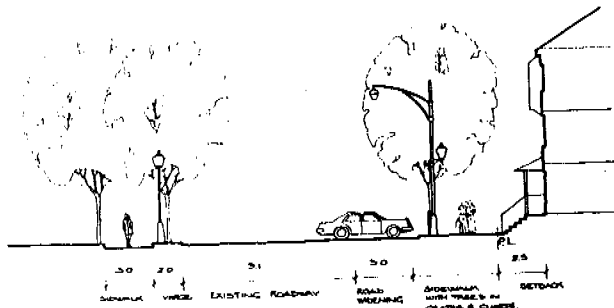
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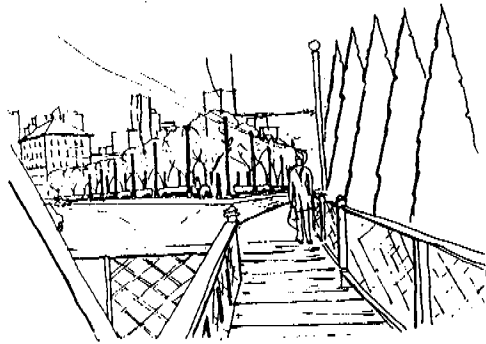
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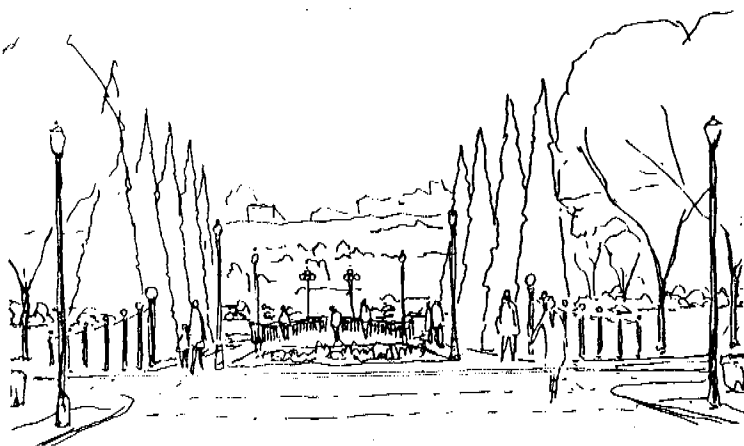
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Typical streetscape improvements.



Gateway streetscape improvements.



Viewpoint at the foot of 96 Avenue.

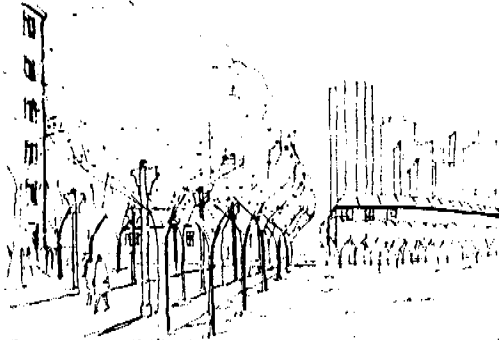
11. Streetscape Improvements

- (c) Sidewalks are to be generous well-detailed and constructed to a minimum 2.5 meter width.
- (d) The quality of South Rosssdale's heavily treed boulevard should be extended throughout Rosssdale to strongly define the pedestrian environment and buffer it from adjacent vehicle traffic.
- (e) Street lamps are of two basic types: one for sidewalk lighting, the other a combination for both road and sidewalk. Both are to be designed and coordinated to offer detail and scale and celebrate our long winter nights. Together all street elements are to add up to streetscapes of identity and distinction.

12. Special Places

Special places are to add to the daily life of the community so that it takes on a certain quality of civic life. The extra step of making the neighbourhood a truly special place (that will also inspire private development) is achieved by creating these special places.

- (a) Gateways are positioned at the approach to Rosssdale from the Walterdale and James MacDonald Bridges to serve as introductions of the community and to a lesser degree, Downtown.
- (b) At each end of the two Main Streets plazas with viewpoints are to be developed to offer a visual termination and pedestrian amenity. Dramatic views of the valley are available from the top of both 102 Street and 96 Avenue and access to the river from the plaza at the east end of 96 Avenue.
- (c) Stairways at 102 Street and 104 Street and the 'super' sidewalk along McDougall Hill are to celebrate the river valley slope and entrance to the community from Downtown.
- (d) A Main Street Marker is located at the intersection of 96 Avenue and 102 Street. It is to have a strong vertical character like the other reference points and convey a clear change in direction.
- (e) Donald Ross Park and Diamond Park are both to serve local community needs and satisfy casual sports requirements.



102 Street pedestrian promenade looking toward 97 Avenue.

- (f) The south of 97 Avenue Park is to be developed as an esplanade or linear park that is to serve as a bikeway, promenade, formal approach to the Legislature, and a buffer between the noise and dirt of the traffic.
- (g) 96 Avenue is to be a pedestrian-oriented street with generous tree-lined sidewalks edging both sides with distinctive paving and pedestrian scaled lighting.
- (h) The alignment of 102 Street is to be an expansive formally treed promenade, a grand sidewalk connecting the areas of Rosssdale to Downtown.

13. Built Form Guidelines

The qualities essential to appropriate housing are:*

1. Identity
 - "Street Address" - a clearly identifiable door on the street.
 - Individual entrances.
 - Opportunity for personal expression by the occupants.
 2. Territoriality
 - Clearly defined front yards and private outdoor space for each dwelling.
 - Distinction between public and private open space.
 3. Car Convenience
 - Direct access from car to dwelling.
 4. Relation to Grade
 - Direction access to grade.
 - Audial and visual connection to children's play areas.
 5. Orientation
 - Dual aspect (through ventilation)
 - Adequate sun orientation.
 6. Acoustic Privacy
 - High standard of privacy between units.
- (a) Building Fronts and Backs
- All streets are to be continuously addressed by the fronts of housing.
 - Buildings which front busy streets are to reflect the street character differently than those which front intimate quiet streets.



Continuity of entrances along the street.

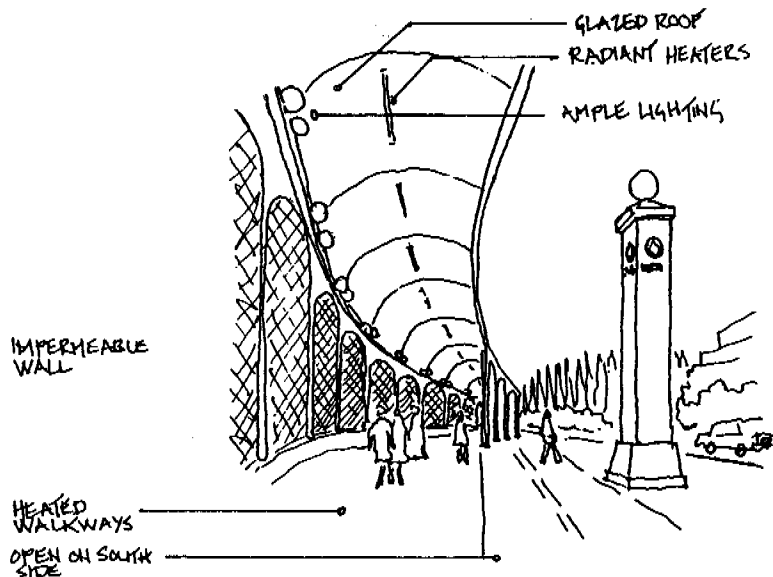


These precedents display qualities of frontage envisioned for Rossdale.

- There is to be a continuity of street wall throughout the community to give containment and definition to the street and to define the limits of private development.
- (b) Access to Units
 - Housing units at ground and second storeys are to be accessed directly from entrances along the street.
 - The design of residential buildings taller than three floors should reflect the principle that public rooms face the street and those rooms that require more privacy or quiet face away from the street.
 - Dwellings in the basements of buildings are to be discouraged.
- (c) Building Setbacks
 - Setbacks from the street are to be minimal.
 - Setbacks at side property lines are not required.
- (d) Open Spaces
 - Open spaces within the site around the building are to be attractive for use by the site's residents.
 - Fronts of buildings are not to provide private outdoor amenity space for dwelling units.
- (e) Building Corners
 - Buildings at corners are to address both streets with continuous building fronts.
- (f) Building Roofs
 - Building roofs are to be designed so that they are not unsightly when seen in the context of the river valley from the valley edge above.
- (g) Building Colour
 - Every attempt should be made to use the colour of buildings to enhance the urban visual environment.
- (h) Views
 - Housing on sloping sites is to take advantage of desirable views by providing the opportunity for as many dwellings as possible to be oriented toward the views.
- (i) Parking and Service Access
 - Access to onsite parking is to be from the lanes wherever possible. Casual and visitor parking is to be available primarily along local streets and arterials during off-peak hours.



105 Street looking at the intersection of 96 Avenue.



Protected sidewalk connecting downtown and Rosedale.

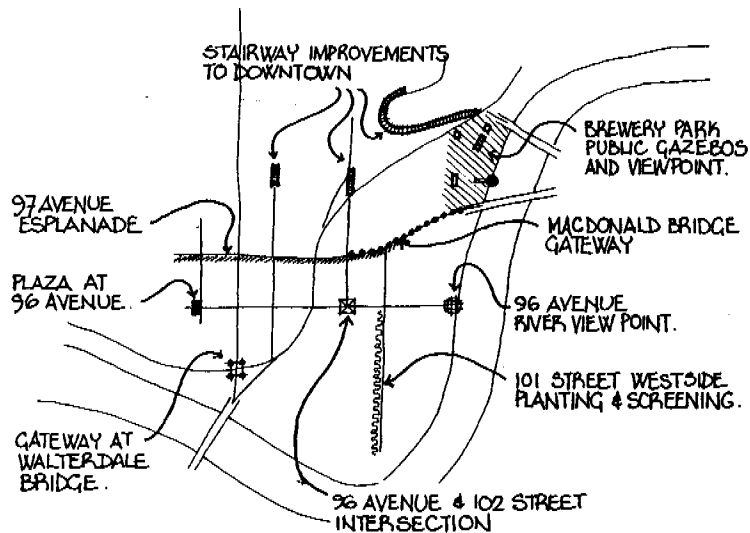
- (j) The Guidelines for 96 Avenue Shopping and Residential
 - There is to be a continuity of shop fronts along the street at ground level. Housing is to be the predominant use at upper levels. Stores are to have a continuity of entrances and display windows at the edge of the sidewalk. Maximum height is to be 3 1/2 storeys.
- (k) The Guidelines for Buffer Office
 - Suitable use shall be office only. The buildings are to form a continuous buffer to the adjacent residential from the arterial streets, 97 Avenue and Rosedale Road. Maximum height is to be three storeys.
- (l) The Guidelines for Brewery Park
 - Additions to the Brewery building are to extend toward the river or north toward Rosedale Road. The height shall remain lower than the historic building.
 - New development in the form of light, airy gazebo pavilions and a river edge boardwalk are recommended between the Brewery and the Low Level Bridge.
 - The area south of the Brewery is to remain predominantly open to the river with the possibility of small gazebo pavilions along the east side of 100 Street.
 - The west side of 100 Street is proposed to be developed with continuous shopping at sidewalk level and residential use above. The maximum height is 3-1/2 storeys.
- (m) The Guidelines for the 106 Street Villas
 - Six storey pavilions for government office or residential use are to be discreet with a prominent public entrance facing the park.

14. Winter City Guidelines

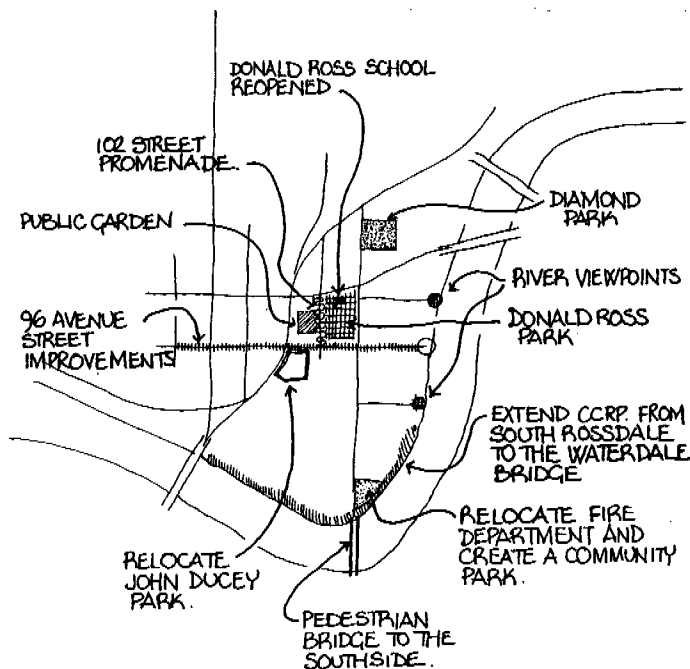
This section describes practical things which could be done to make Rosedale better able to deal with winter issues which include cold, wind, snow (good for outdoor recreation but hazardous for walking and driving, inconvenient to remove), long hours of darkness, low sun angle during the day, and lack of colour in the landscape.

15. How To Get There From Here

- (a) To ensure North and West Rosedale become a reality in a relatively short period of time, two fundamental requirements must be satisfied: commitment and achievability. The City must adopt a fresh approach that this community is unlike any other in the city. Its first commitment must be to initiate projects for improving public spaces prior to anticipated building development. The second commitment is to share the overall community vision with proponents to ensure the effectiveness of the public improvements.
- (b) A number of first steps to initiate the project are identified at this early stage. They include:
 - * Approaching the Provincial and Federal governments to investigate and secure various forms of participation and potential funding.
 - * Approaching potential proponents to elicit interest in the area and critical projects. (The Brewery Park and the Provincial Government "Villa" sites have been discussed among the project team as first phase projects involving proponents.)
 - * Establishing the concept, image, and feasibility for facilities in the Brewery Park.
 - * Developing site specific guidelines for parcels as part of the terms of reference for development.
 - * Investigating lotting and street alignment in North Rosedale.
 - * Establishing new lot lines parallel with Rosedale Road and 97 Avenue.
 - * Ascertaining the market and the financial feasibility for sites given the direction of the guidelines.
 - * Detail design investigation of major public spaces.
- (c) It is recommended an urban design review panel be established, particularly for the medium density areas, to ensure an on-going and coordinated design approach and vision throughout the implementation of the project.



First priority public projects.



Second priority public projects.

- (d) Public projects should be undertaken in a two tiered priority.

First Priority - The objectives for these projects:

- to show positive things are being done through modifications to traffic lights, and installation of planting.
- to improve pedestrian access throughout the community and to Downtown.
- to be highly visible and tangible.

Projects:

- * 97 Avenue Esplanade (the Province should be approached for funding as part of the C.C.R.P.)
- * Legislature entrance and plaza at 96 Avenue (to be built by Province on the Legislature Grounds)
- * 96 Avenue and 102 Street intersection.
- * 96 Avenue river viewpoint.
- * 101 Street west side planting and screening.
- * Stairway improvements to Downtown.
- * Brewery Park - public gazebos and viewpoint.

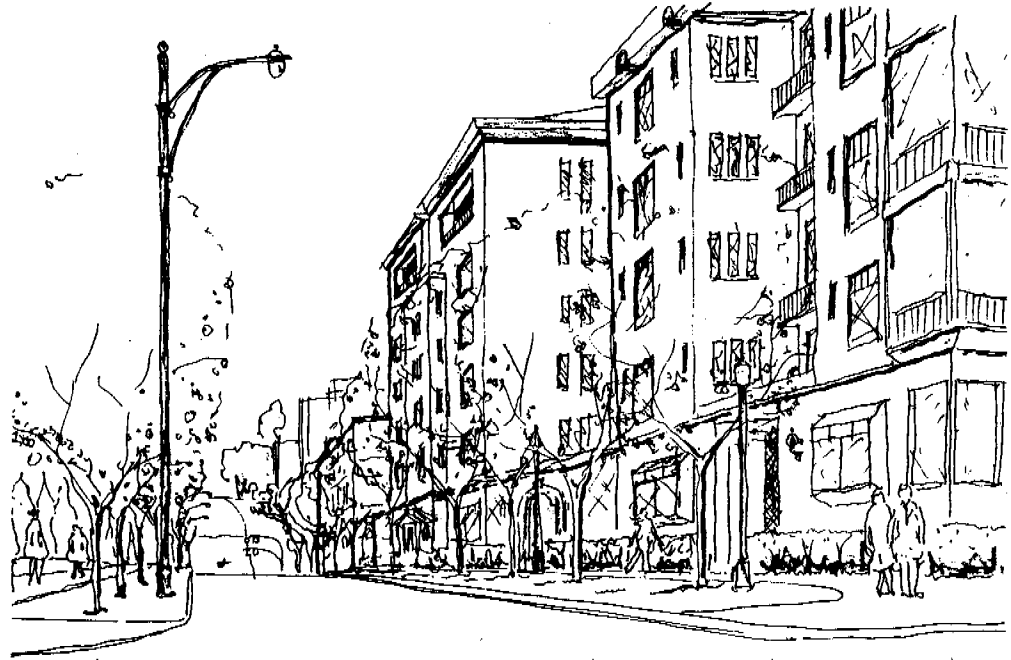
Second Priority - These projects are to provide the finely detailed public places described in the urban design guidelines.

Projects:

- * 96 Avenue Street improvements.
- * 102 Street promenade.
- * Public Garden.
- * Diamond Park.
- * Donald Ross Park.
- * Ross School re-opened and community centre expanded.
- * Complete C.C.R.P. from South Rosedale to Walterdale Bridge.
- * Pedestrian Bridge to the south side.
- * John Ducey Park relocated.
- * Additional street end viewpoints along the C.C.R.P.
- * Relocate Fire Department facilities and develop community park.

SECTION A

CONCEPT AND PLANNING STRATEGIES



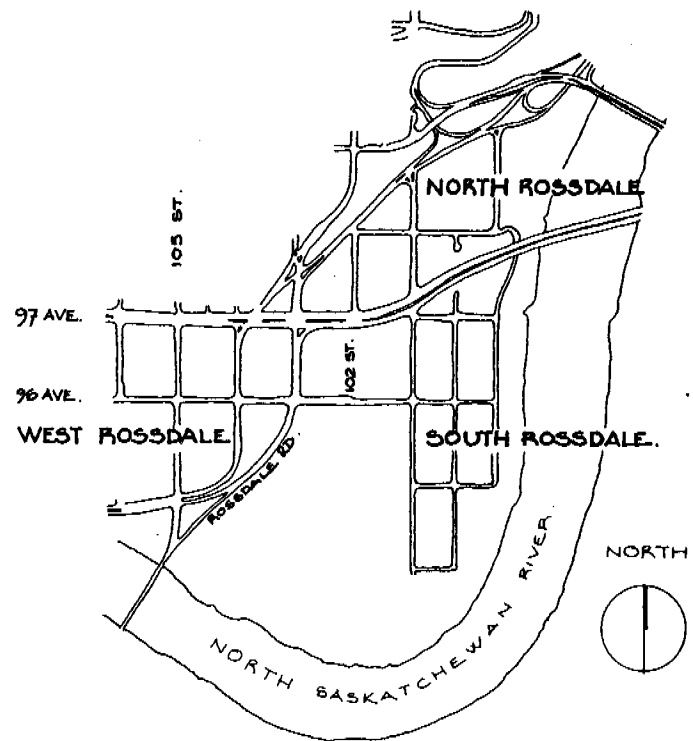


Fig. 1 Plan of study area.



A.1 THE POTENTIAL

The creation of a revitalized Rosssdale community is a unique opportunity for the existing neighbourhood, the Valley Park, the Downtown, and all of Edmonton. We believe the community has extraordinary significance not just because of its potential as a wonderful Place to live with its panoramic views, proximity to Downtown and the Legislature, and access to the Capital City Recreation Park and the river itself. A revitalized and expanded neighbourhood has the potential to change and refocus the image and identity of Edmonton. When people from other cities think of Edmonton, the first image they think of will be the valley and Downtown, not West Edmonton Mall. Rosssdale has the potential to refocus attention to Edmonton's two symbolic hearts: the Downtown and the River Valley. It will knit the two together through the creation of a special neighbourhood, that is the home of many people.

A.2 PLANNING AND DESIGN OBJECTIVES

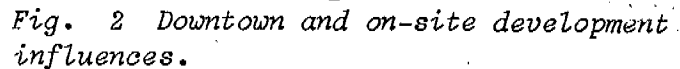
As the "Downtown - Valley Community" Rosssdale should be a very special Place and so must satisfy a number of objectives:

- * Rosssdale should be the home of many people. People from a variety of walks of life: singles, couples, single parent families, two parent families, young and old. The forms of housing must reflect their variety of needs and recognize the unique characteristics of the community from one area to another. Much needed housing alternatives are required beyond the "straight jacket" of walk-up apartments and high rise apartments, especially for families who may want to live in the inner city.
- * The long term survival of the existing Rosssdale neighbourhood and its special valley qualities should be ensured. South Rosssdale is the predominate area of the community area remaining intact. Its atmosphere of quiet and secluded tree lined streets of predominantly detached family housing is a desirable characteristic for any neighbourhood and should be enhanced and retained. Additional development beyond South Rosssdale should enhance its desirability with the addition of services and amenities close at hand. A variety of such

- * The potential of Downtown waterfront can be realized. The development of water edge facilities that are easily accessible on foot from Downtown and the community in a number of directions could be a special attraction to Downtown.
- * Functions are to be combined and lots of reasons provided for lots of people to converge and use public Places to create an overall diversity.
- * Rosssdale should be integrated into the life of the city without compromising its inherent, almost bucolic nature.
- * The continuity and enrichment of the Capital City Recreation Park as both a local and regional facility should be ensured.

Many of the development influences affecting Rosssdale's urban design plan arise from both on and off-site characteristics as shown in Figure . These have been identified as assets or constraints to the development of the community.

- * A mature and dramatic setting in the North Saskatchewan River Valley contrasted against the backdrop of towers of Downtown.
- * A strong sense of community, a legacy the neighbourhood's struggle for survival and its rich, tangible aura of the past Edmonton.
- * Proximity to Downtown and the employment, services and entertainment it offers.
- * A recognizable, comfortable pattern and character of development, useful heritage buildings and many tree lined streets.
- * Large tracts of City owned developable land.
- * A sense of sanctuary; or retreat from the surrounding metropolis.



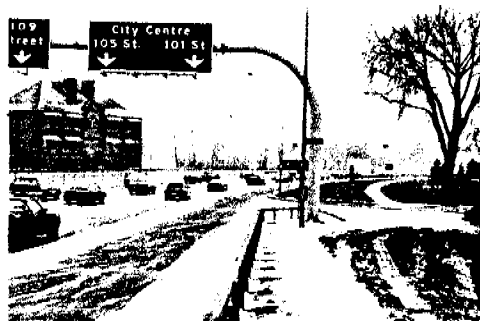


Fig. 3 97 Avenue

CONSTRAINTS

- * Disruptive regional transportation networks have overlaid, severed the grid of streets.
- * A danger from flooding remains in South and North Rosedale although upstream dams are in place.
- * There is poor pedestrian accessibility to Downtown and adjacent neighbourhoods: Major arterials are inconvenient and even a hazard to cross; sidewalks are missing in areas; access to Downtown is inconvenient up narrow steep sidewalks against busy roadways; and wooden stairways are long, narrow and without interruption.
- * There are impacts from regional recreational, cultural and service facilities in the form of crowds, noise, and traffic. AAA baseball games at John Ducey Park generate crowds, often in the evening. The Power Station and Treatment Plant impede views and offer a 'rough' edge that is not highly compatible with potential housing.
- * The physical and community infrastructure is marginal having been neglected while the park only policy was in place.
- * The public environment of streets, sidewalks, lanes and community facilities is deteriorated due to neglect since the infamous flood of 1915.

A.4 PLANNING AND DESIGN APPROACH

The approach is based upon a number of simple principles (titles are from "Battery Park City, Master Plan and Guidelines", New York) each of which is to contribute to making Rosedale development a community that is practical, implementable, and rewarding.

THINKING SMALL SCALE

"Livability means the appropriateness of the physical environment 'close at hand'. Too often small scale needs are sacrificed to the efforts of providing large scale facilities and amenities". (from "Creating A Livable Inner City Community: Vancouver's Experience").

Rossdale in its potential entirety is not a large community. It must be guided at all levels of development from large to small scale. To ensure the details are integrated with the overall approach and plan, developable areas should be broken up into as many smaller projects as practical so that as many architects and developers can contribute to the richness of the neighbourhood. Small incremental pieces foster complexity, the key to urbanity.

USING WHAT EXISTS

The neighbourhood's revitalization should integrate the existing, major components. The existing parks and grid of streets and lanes should be maintained. The streets are the location of major servicing and their relocation would be a great expense. The mature tree planting especially in the boulevards is one of the neighbourhood's greatest assets.

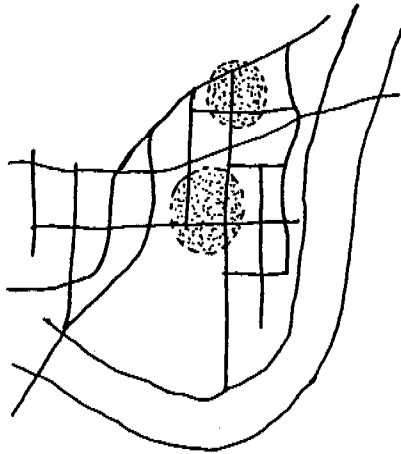


Fig. 4. Grid of existing streets and parks.

Wherever possible, the existing housing and public buildings should be retained as they stand or incorporated into new projects. Where this is not possible, the design vocabulary should reveal the neighbourhood's hidden traces in new development as reminders of its residential and industrial roots. The Donald Ross School, Edmonton Brewing and Malting Building, the Ross Flats, Diamond Park and heritage buildings and open spaces should be retained in their present location and developed to satisfy the community's contemporary requirements.

INTEGRATING

Major existing site components should be integrated into the revitalized Rossdale as part of the City's commitment to make all of the area a viable residential community. Regional arterials must be modified from roads that function primarily for vehicle traffic to streets where there is a parity between cars and pedestrians. Between the major utilities and the housing there should be a strong delineation of buffering that separates regional and local use. This includes the Water Treatment Plant, Fire Training Facility, and Power Station. Cultural facilities such as the Donald Ross School and community league should be integrated with renovation for neighbourhood facilities.



Fig. 5 Scenes of conventional city neighbourhood streets.

Heritage buildings are to be integrated into the contemporary pattern by defining new uses for them, by allowing additions that make recycling possible and by relaxing current code requirements for renovations. The neighbourhood residents, particularly owners, should have the opportunity to continue to live in Rosssdale as it redevelops.

STREETS TO CREATE PLACES

Streets are the places where we experience, perceive, and express the richness of the life of the city: of the smells, sights, and sounds of a bustling shopping street, of quiet walks through secluded lanes, of deeply shaded tree lined avenues and boulevards, and of strolling down grand promenades. Without major pedestrian streets city life disappears and vehicles predominate.

The existing grid of roadway and blocks of parks in Rosssdale offers the basis for extending the strong order and pedestrian character of streets beyond South Rosssdale. Throughout the neighbourhood the ordering system of streets, squares, and precincts, the ordering system of the city, are to add imageability and legibility, qualities that are both missing from most of our neighbourhoods. Given a strong enough design structure for Rosssdale's public realm, an immense variety of alternatives can be conceived in the private realm (buildings), each of which will incrementally add to the viability and richness of the neighbourhood and the city.

ESTABLISHING URBAN DESIGN GUIDELINES

"Urban Design necessarily conditions buildings". (Michael Kirkland). The purpose of these controls is to ensure quality and cooperation without chaos and boredom. They are to influence the bulk, scale, massing and articulation of the medium density buildings in so far as they affect the public network. They are to ensure that:

- * Spaces between buildings are "positive" and that they invite and promote use.
- * Each building incrementally adds to the streetscape.
- * Buildings front streets and give them a continuous sense of address.

In concert with an urban design plan they are to create a clear physical expression of community hopes and intentions, essential for the communication of a consensus image of the city of the future.

A.5 ROSSDALE'S DESIGN CONTEXT

What makes Rosssdale unique is not so much need for inner city housing (though that is substantial) but rather its isolation within the valley, the refuge within the city that location affords, the pressure on it to fulfill the promise of a downtown waterfront and perhaps most importantly, the enormous reserve of city owned land which exists as a great resource to both structure and finance its revitalization.

Rosssdale has potential as a wonderful place to live by its context alone: its panoramic views, proximity to Downtown and the Legislature, and access to the C.C.R.P. and the river.

A.6 THE CONCEPT FOR ROSSDALE

The concept for Rosssdale is the integration and development of its three parts, the area from the river to the Legislature, into a single community, capable of supporting a wide range of social, recreation, education and commercial land uses. Each of the three areas offers an attraction to the others: the west sector is the commercial focus, the north has a major recreation centre and the south has the river edge park promenade and a proposed community park, (The latter site is to remain, however, for the Fire Department's use for at least the short term.). 96 Avenue and 102 Street are developed as the Main Streets which create the physical linkages between what is now west, north and south Rosssdale and the adjacent city. Modifications to other streets, including the regional transportation roads, further emphasize the importance of the pedestrian throughout this special neighbourhood.

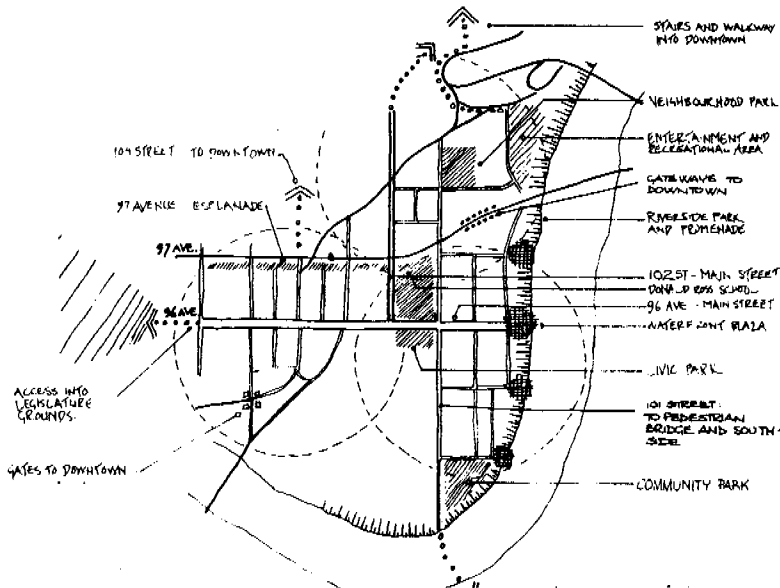


Fig. 6 Rossdale community structure.

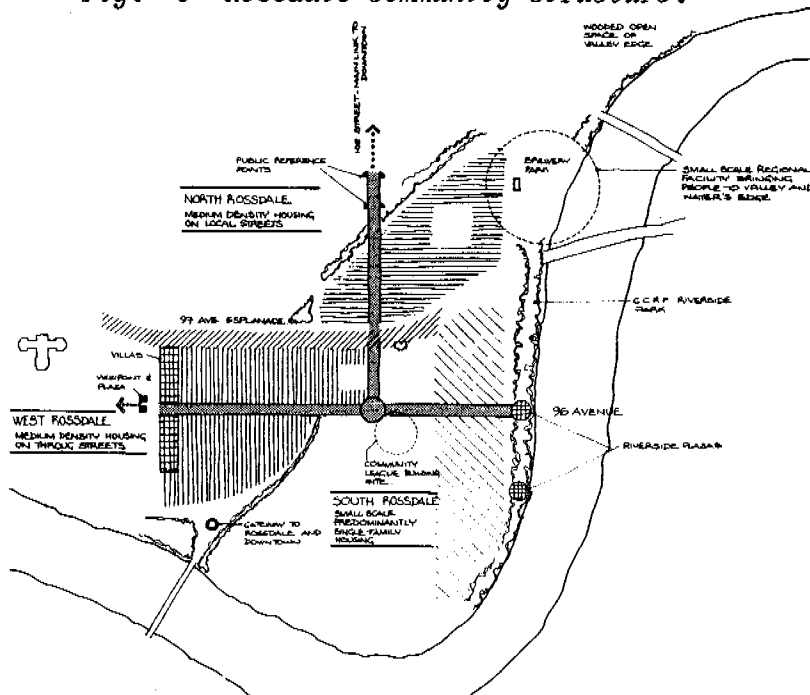


Fig. 7 Housing throughout Rossdale.

The emphasis throughout is on the creation of housing with strong street and grade relationships and which are to serve as necessary alternatives to the narrow range of choices currently available.

A.7 COMMUNITY STRUCTURE

The community structure is focussed around several major streets and important public spaces. The existing network of streets and parks is to be developed to unify the now disparate components of Rossdale into a coherent and legible whole.

MAIN STREETS

The community is to focus on two intersecting Main Streets. Both 96 Avenue and 102 Street/101 Street are to be the major pedestrian connections that integrate the community and link it to Downtown, the Legislature, the C.R.R.P. and the river.

96 Avenue is to be a primary community focus and the main east-west connector. It is to be known as Rossdale's shopping street that is also an address for home, work and play. 102 Street is to be a promenade linking Rossdale to the Downtown. 101 Street is to remain the main access in South Rossdale and form the link to Queen Elizabeth Park and Old Strathcona via a new foot bridge at the time the Fire Training Unit is removed.

HOUSING

Housing is to be re-established throughout Rossdale reclaiming and intensifying the fabric of the neighbourhood that once was. South Rossdale is to remain the established small scale predominantly single family area. In North and West Rossdale housing is to be of a generally compact medium density nature with a wide variety of housing forms. As the community of many people, it is possible for it to benefit from a diversity of services and amenities.

Both areas are to regenerate the feeling of the streets that might once have been.

COMPATIBLE NON-RESIDENTIAL USES

Both North and West Rossdale are also to be places to work and play. The half block east of 108 Street, owned by the Province, offers the opportunity for government associated uses making a transition to the community and could be of a prestige "Embassy Row" nature.

Small scale office development may also be appropriate where the traffic is not only heavy but the view is negligible. Offices in the home may also be promoted to satisfy those who wish to work in the same quarters as where they live.

PARKS AND OPEN SPACE

Rossdale is surrounded by metropolitan open space and facilities, primarily the C.C.R.P. and Legislature grounds. They are an exceptional asset. In addition, recreation facilities are available just across the Walterdale Bridge in Kinsmen Park.

The C.C.R.P. should extend public access continuously from South Rossdale to Walterdale Bridge to form a continuous riverside park from Downtown to the Legislature. Methods must be determined for an alignment around the Rossdale Generating Station and other utility facilities. The present C.C.R.P. alignment along the south side of 97 Avenue is to be retained for park development in keeping with the community form.



Fig. 8 The C.C.R.P. Trail in Rossdale.



Fig. 9 Section: Proposed riverside park in South Rossdale.

Rossdale also possesses the lands for neighbourhood specific open spaces that are a focus within the public network.

DONALD ROSS PARK now covers two city blocks as open grassed fields and is the location of the 97 Avenue D.Ross School and 96 Avenue community league. It should remain a strong community

focus with open space serving casual sports requirements and recreational needs of the school, when it reopens. The park is also to integrate the three parts of the neighbourhood.

DIAMOND PARK is now a rambling grass field of historical significance in that it is the site of Alberta's entry into Confederation in 1905. A significant portion of the space should be retained to offer an obvious and strong neighbourhood focus that is a quiet counterpoint to the surrounding arterial traffic and the city-wide attraction of the Brewery Park.

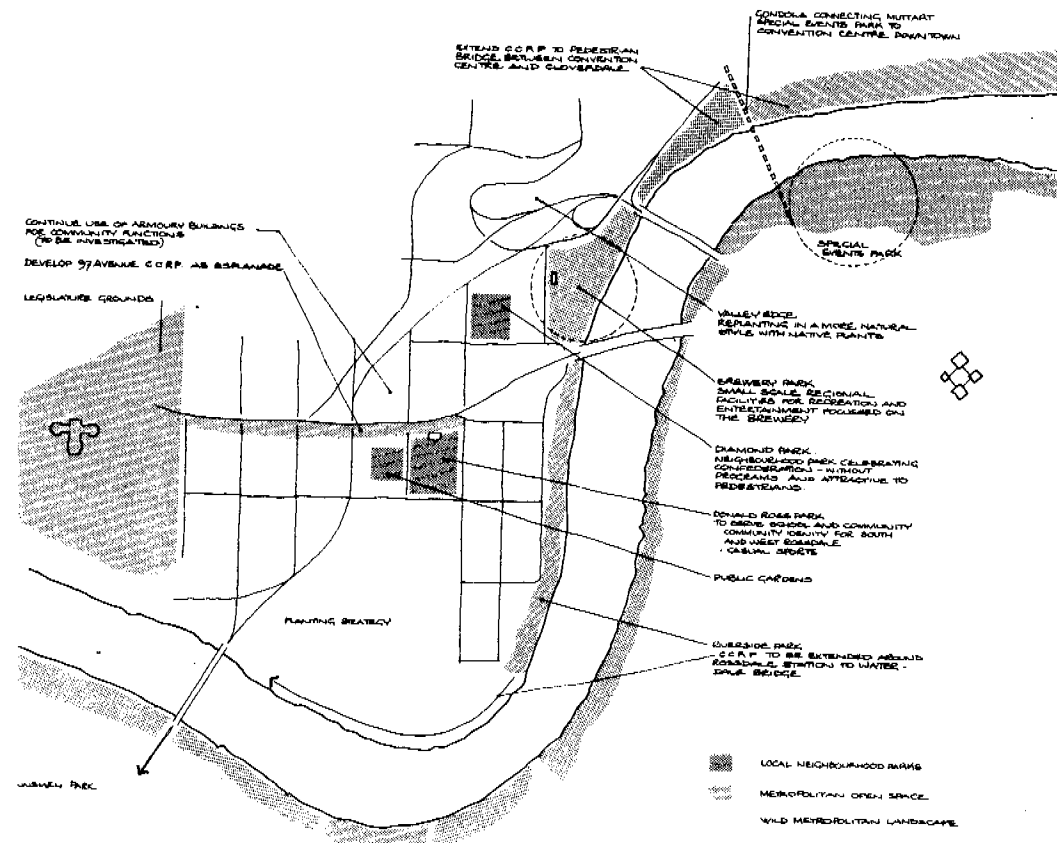


Fig. 10 Open space structure.

THE BREWERY PARK

The river for Downtown has always remained a 'tease'. While it can be seen from above at the valley edge, it is difficult to reach and once there enjoying the riverside is a far from easy task amidst the river edge forest. The park area around the Brewery offers the opportunity for a Downtown waterfront in conjunction with an ease of pedestrian access from Downtown.

THE VALLEY EDGE

The valley edge and slopes are to clearly separate the Downtown from the River Valley community. The combined images of the Downtown towers rising dramatically above and the neighbourhood nestled in the green of the valley below should be reinforced with an intense regeneration of 'natural' valley edge planting that recreates the feel of the woodland that once was. Intense planting would be a first step in healing the ragged, punctured base of the Downtown skyline and add to Rosedale's distinct identity.

PLANTING STRATEGY

SUMMER PLANTING - DECIDUOUS AND CONIFEROUS

There is to be a mix of formal and informal planting with informal planting along the C.C.R.P. and valley edge as part of maintaining their integrity and as a counterpoint to the neighbourhood boulevard tree planting.

The formal deciduous tree planting is to be extended from South Rosedale throughout the neighbourhood. Deeply shaded tree lined streets are an oft cited characteristic of desirable neighbourhoods.

WINTER PLANTING - CONIFEROUS

Coniferous planting offers the potential for all year round colour, interest, and spatial definition and enclosure. It should be used to define the space of the parks and the 97 Avenue Esplanade. Masses of planting are to edge, define, and screen the arterial roadways and utility facilities. Coniferous planting is avoided where sunlight and views are important.

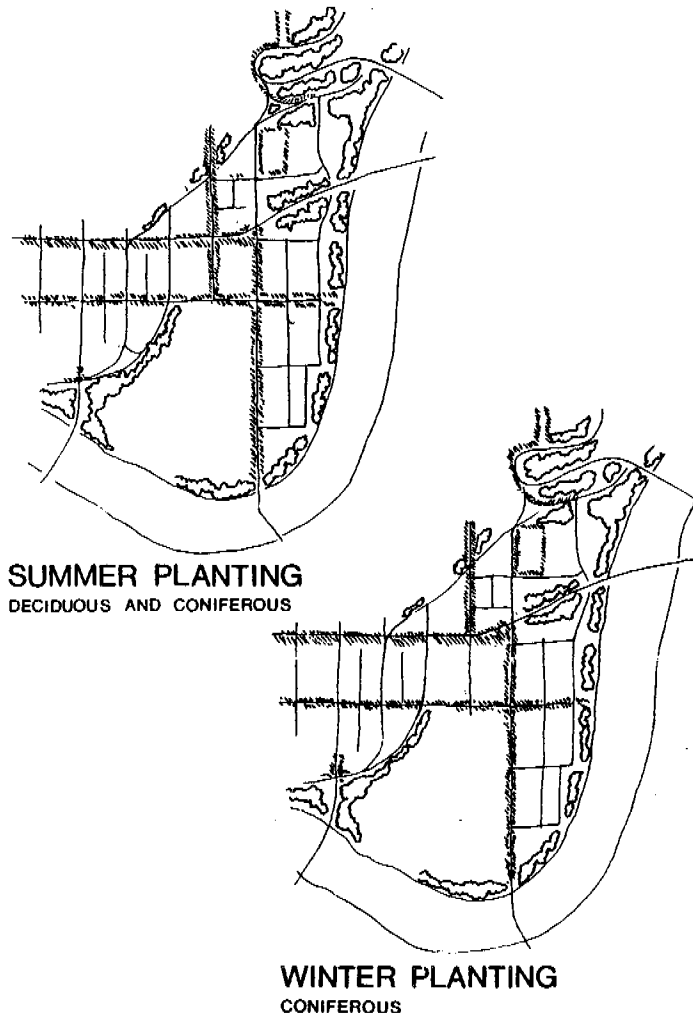


Fig. 11 Summer and winter planting strategies.

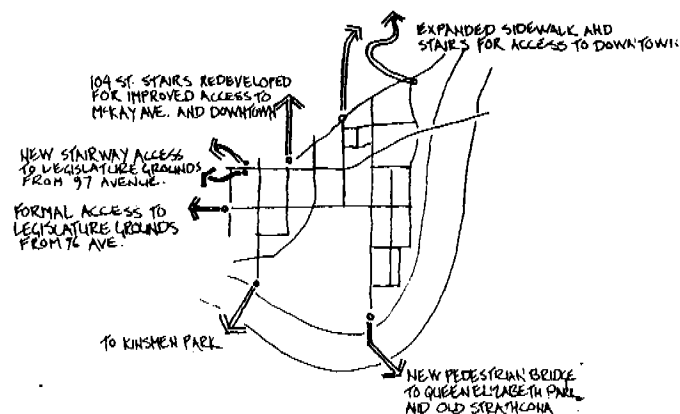


Fig. 12 Access to Downtown and surroundings.

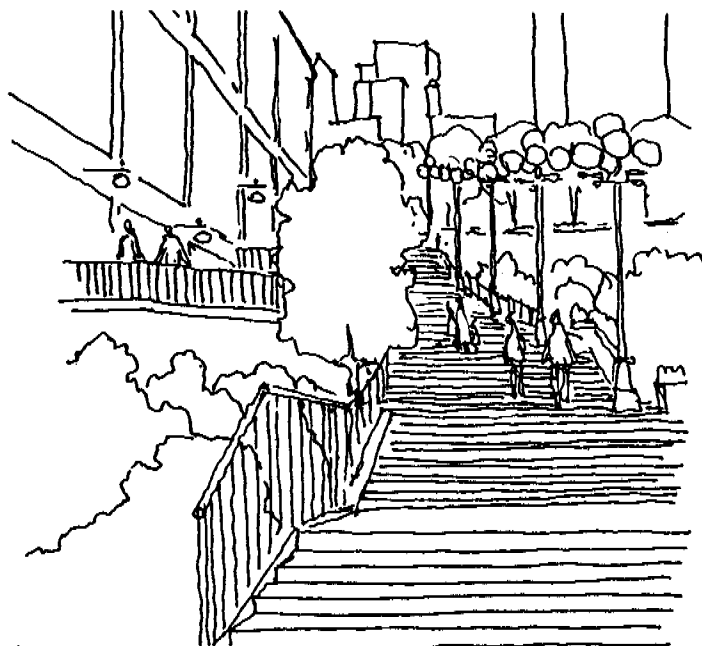


Fig. 13 Concept for a grand stairway to Downtown.

PEDESTRIAN ACCESS TO DOWNTOWN AND SURROUNDINGS

There should be an ease of pedestrian access to Downtown, the surrounding neighbourhoods, and the river valley. The length of trip on foot from anywhere in Rosedale to Downtown is a reasonable twenty minute walk in most instances; a comparable length of time for many people commuting by car or bus and walking is more invigorating and healthy. It is imagined improved foot access into Downtown would be of appeal both for recreation and trips to and from work.

Three major points of pedestrian access into Downtown are proposed:

- * 104 Street through the McKay Avenue Neighbourhood.
- * 102 Street/Bellamy Hill up to 101 Street and MacDonald Drive.
- * McDougall Hill up into the Core - MacDonald Drive and the Heritage Trail.

The first two both exist. 104 Street is a narrow timber stairway and Bellamy Hill is a narrow neglected sidewalk along a road that feels like a super scaled garage ramp. All three must be developed, if Downtown is to really benefit from a population next door that can add to its viability and vitality.

Along 97 Avenue there is no sidewalk through the tunnel and no way west from 106 Street to reach the Legislature grounds. Stairways at either side of the portal are proposed for an ease of access to the grounds and beyond to Oliver and Downtown.

A pedestrian bridge across the river is proposed to ultimately connect Rosedale and the Downtown to the south side reinforcing the role of 101 St./102 St. as the main north-south connector.

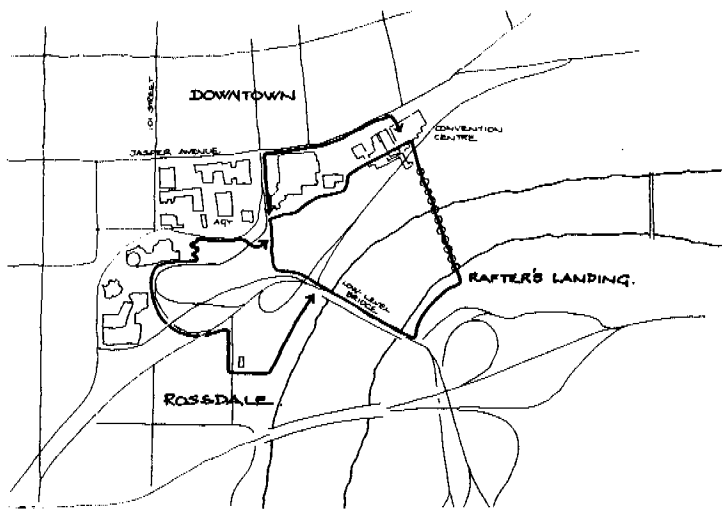


Fig. 14 Downtown - River Valley pedestrian circuits.

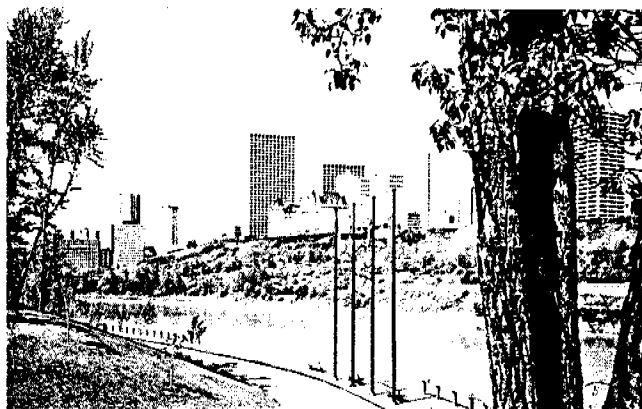


Fig. 15 View to Downtown from Rafter's Landing.

RIVER VALLEY PEDESTRIAN CIRCUITS

A series of circuits are proposed utilizing the proposed routes from Rosssdale to Downtown and developing additional connections to the south side. A gondola or tramway is proposed from the Convention Centre to Rafter's Landing in Cloverdale. An expanded pedestrian walk with improved lighting along the Low Level Bridge is suggested to offer an alternative back across the river. Access back up to Downtown is achieved via McDougall Hill or the McDonald stairs. The proposed extension of the Heritage Trail then completes the circuit back to Convention Centre.

Rafter's Landing has the potential to take on a much greater significance and could, therefore, relieve the perceived pressure to develop fully regional facilities in an expanded Brewery Park area. Potential uses for the Landing include the Boat Club, a Special Events Park, and a proposed facility for the Canadian Native Friendship Centre.

REGIONAL TRANSPORTATION

VEHICLE AND PEDESTRIAN PARITY

The regional arterials are and must remain a major component of Rosssdale. To create a neighbourhood amenable to people on foot the system must be modified for a balance between vehicle and pedestrian traffic. It must be recognized that this neighbourhood is to be integrated and is, therefore, to have an ease of pedestrian access throughout and into Downtown and the surroundings.

Traffic Management

A number of traffic measures are required:

- * Traffic lights at each of the 96 Avenue intersections in West Rosssdale at the time significant housing has developed in the area.
- * A pedestrian activated red light at 97 Avenue and 102 Street is recommended for a safe crossing of the road and the continuity of the promenade into Downtown. It is to be in sequence with other 97 Avenue Lights.

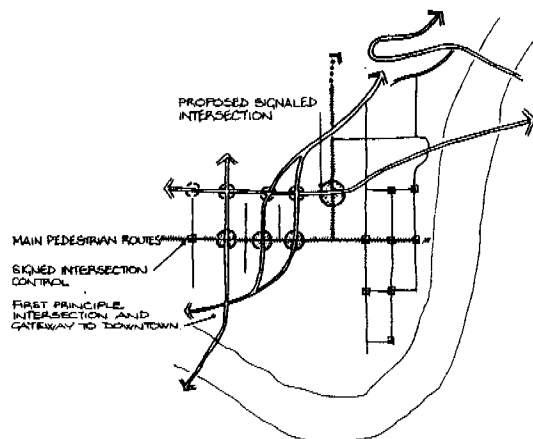


Fig. 16 Proposed traffic management improvements.

* It is suggested street corners be developed conventionally wherever possible to ensure pedestrian parity and visibility to motorists at intersections. The elimination of right turn cuts should be investigated at 97 Avenue and Rosssdale Road, 105 Street and Rosssdale Road, and 104 Street and Rosssdale Road.

On-Street Parking

With the development of housing, on-street parking for servicing and guests becomes an obvious demand in both North and West Rosssdale. Its presence is also a visible sign of the overall pedestrian character of the neighbourhood. Its feasibility should be investigated along the south side of 97 Avenue between 106 Street and 102 Avenue and along West Rosssdale's north-south arterials. 96 Avenue, as a shopping street, must have on-street parking permitted along its length. Unrestricted parking should be permitted along all the local streets and off peak parking is essential along the arterials in West Rosssdale.

Roadway Alignment

Roadways must not be widened.

Back lanes in West Rosssdale must not be extended to 97 Avenue to ensure traffic is not disrupted and the continuity of the esplanade is maintained.

An alignment study to assure effective lotting and circulation should also be undertaken in North Rosssdale given the sharp cornered sites in some areas between arterials and local grid streets.

SECTION B

URBAN DESIGN GUIDELINES



The study focusses on the general character of the areas within the overall community structure, second on the roles and principles for more site specific areas or precincts to describe their character and ambience, third on public improvements in streetscapes and parks and plazas, and fourth on built form guidelines.

B.1 NEIGHBOURHOOD GUIDELINES

B.1.1 COMMUNITY FORM

Figure 17 illustrates the proposed community form in summary for North and West Rosssdale.

North Rosssdale is organized in two general areas: 1) the Brewery Park along the river and 2) the housing oriented area west to Rosssdale Road. The housing area focusses on a neighbourhood oriented Diamond Park and a pedestrian oriented 102 Street. A buffer of compatible non-residential use parallels 97 Avenue to shroud the noise of the traffic on the bridge approach and the 97 Avenue/Rosssdale Road corner. The major vehicle access is via 101 Street from the south and 100 Street and 101 Street from the north to ensure an ease of access to the Brewery Park and much of the housing. 102 Street as a pedestrian promenade connection to Downtown is to serve for local vehicle access only to reach the Ortona site and 102 Street housing.

Most housing in North Rosssdale is to be three storeys or under. Around the perimeter of Diamond Park an edge of six storey buildings is proposed to protect the park from traffic noise, offer a sense of enclosure, and a form that can take advantage of the views and amenity to the park. Local shops are proposed for the three corners at 101 Street and 98 Avenue fronting onto the park.

Hillside housing to the north takes advantage of the slope and panoramic views and reconnects the severed city block for a continuity of housing and address from Downtown.

West Rosssdale focusses on 96 Avenue as this area's and all of Rosssdale's Main Street that is a major pedestrian link and shopping address. Residential streets intersect with 96 Avenue

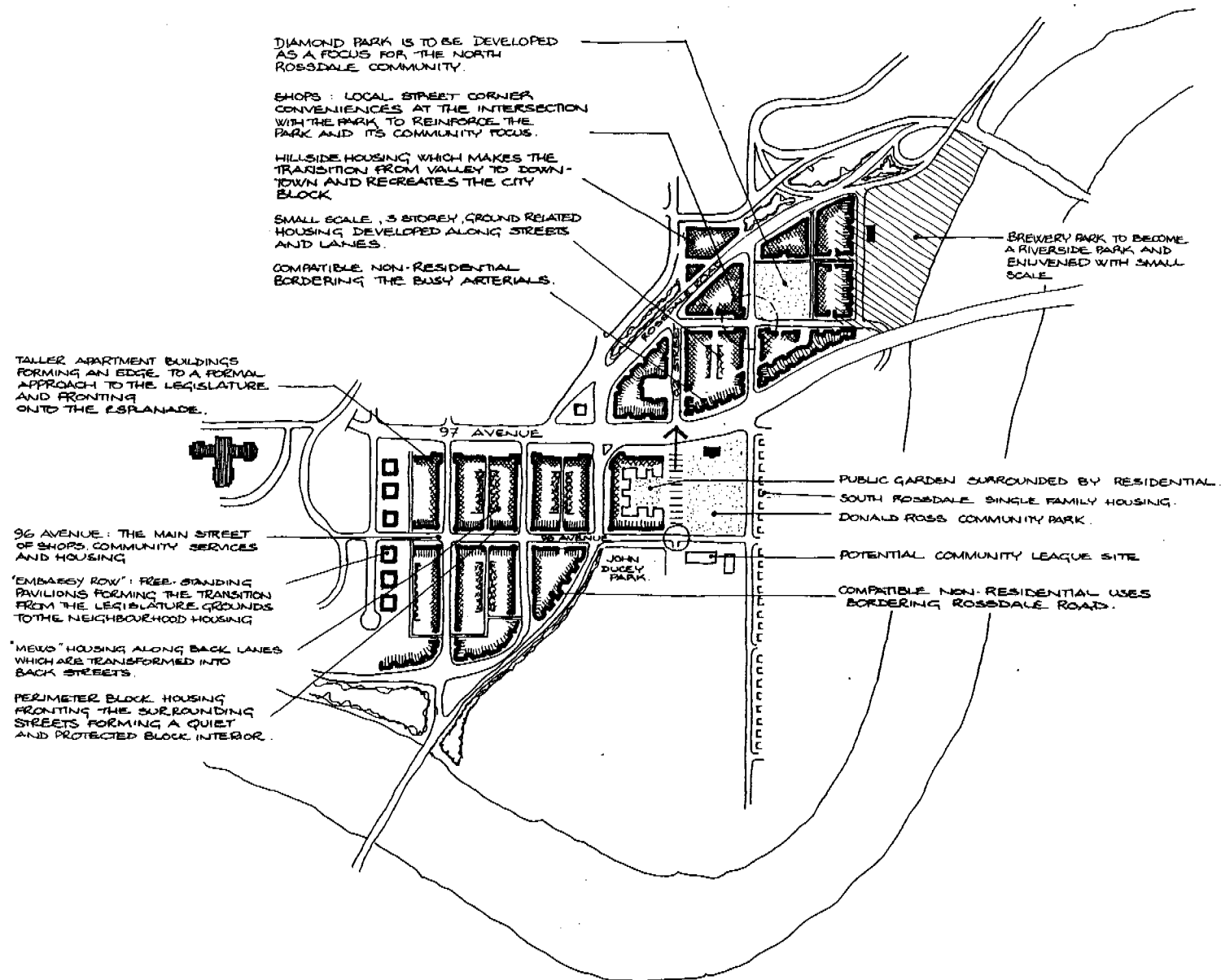


Fig. 17 Proposed community form of North and West Rosedale.

and the form of housing is to regenerate the feeling of the streets that might once have been while also making a barrier to the noise and dirt. The block interiors are to develop as a more secluded realm. Four to six storey apartments continuously face the arterials with a repeating rhythm of front doors. Back lanes are retained and "mews" development fronts them as back streets.

Along 97 Avenue an esplanade, or linear park offers a more formal approach to the Legislature. Taller buildings of six to eight storeys continuously front the Esplanade enhancing the formal street edge.

A continuity of small scale office buildings addresses Rosssdale Road and buffers the housing from traffic and views to the utilities and John Ducey Park.

B.1.2 PRECINCTS AND THEIR PRINCIPLES

North and West Rosssdale are each to be characterized as a number of distinct precincts recognizable by their proposed land use, built form, public streetscape, transportation, site characteristics, and views. For each precinct the overall quality or ambience and proposed spatial organization is described. Figure 18 illustrates the community organization by precincts.

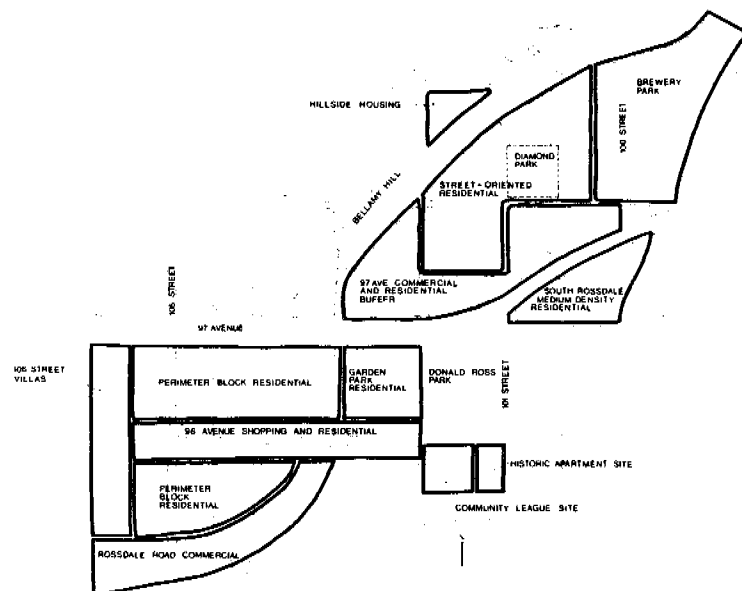
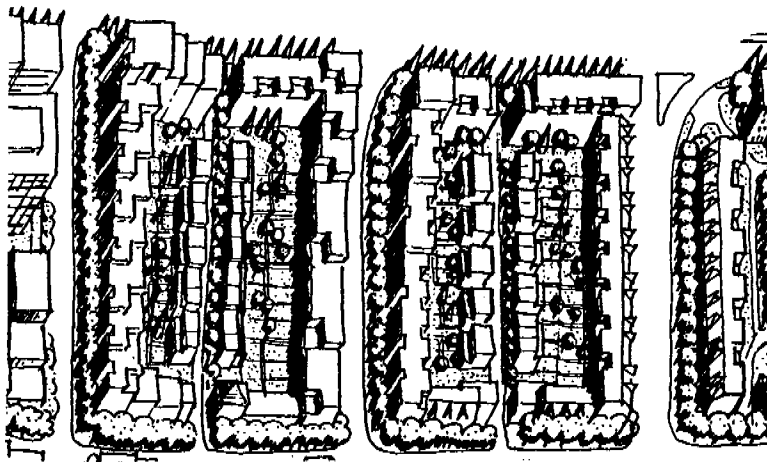


Fig. 18 Community organization by precincts.



WEST ROSSDALE

PERIMETER BLOCK HOUSING

ROLE

- * This precinct is to be the location of a variety of medium density housing types, reinforcing the existing city blocks and the grid of through streets.

PRINCIPLES

- * The area is to be home of many households.
- * A street environment is to be created with a sense of enclosure and continuous sense of address.



Fig. 19 Street walls creating a sense of enclosure.



Fig. 20 Front doors addressing a street.

- * Allow all sites to take advantage of the long range view to the river, south side and the downtown.

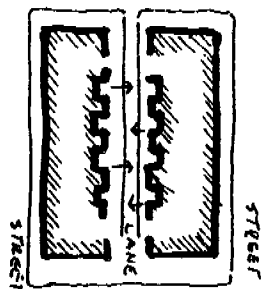


Fig. 21 Concept for housing addressing both streets and lanes.



Fig. 22. Street with a continuous sense of address.

- * The interior of each city block may serve a variety of semi-public or quieter public functions in addition to private outdoor requirements. Small scale housing is to be permitted to front the lanes, turning them into streets with a continuous sense of address, creating the availability of a housing type not normally available in the inner city.



Fig. 23 Proposed ambience for small scale housing along lanes



Fig. 24 Precedent of a semi-public garden within the interior of a block.

- * Inner block development is to be protected from the adjacent busy streets.

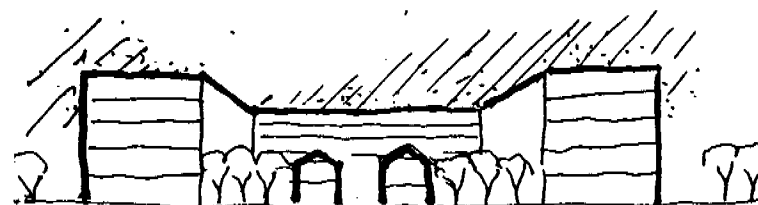
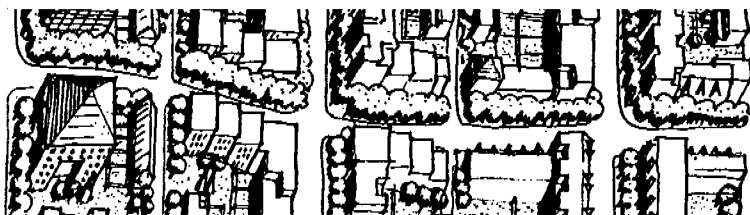


Fig. 25 Interior of block shrouded by a perimeter of building around the block.



96 AVENUE SHOPPING AND RESIDENTIAL

ROLE

- * 96 Avenue is to be both West Rosssdale's and all of Rosssdale's primary community focus serving as the neighbourhood shopping street and an address for a variety of other community related functions particularly small offices, and community facilities.
- * The street is to have a strong residential presence clearly integrating it with the adjacent residential areas north and south.

PRINCIPLES

- * Retail use in West Rosssdale should be allocated to one street, 96 Avenue, where the street has a role much like a shopping mall. The shopping ambience is concentrated rather than dissipated over the greater area of the neighbourhood.
- * There should be an overall sense of continuous small scale shopping frontage (along at least the north side of the street). Otherwise residential uses should predominate.
- * As a busy street of pedestrian orientation, building heights are to be limited to ensure solar access to the street, especially to the north side.



Fig. 26 Shopping street precedents with residential or offices above.

106 STREET VILLAS

ROLES

- * 106 Street is to have a strong sense of formality and dignity in keeping with the legislature building and its symbolic public importance.
- * This precinct is to create the transition from the grand scale metropolitan park to the smaller scale neighbourhood.
- * 106 Street is to provide a distinguished and prestigious address for office and residential use, fronting the park.

PRINCIPLES

- * The buildings are to be sympathetic to the legislature building and its traditional and formal grounds, in style, material, colour and scale.
- * 106 Street is to be known as a street of 'villas', discrete free-standing pavilions that make the transition from the grand provincial grounds to the neighbourhood.

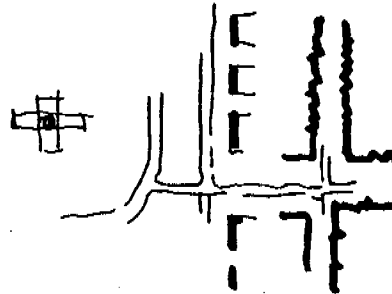
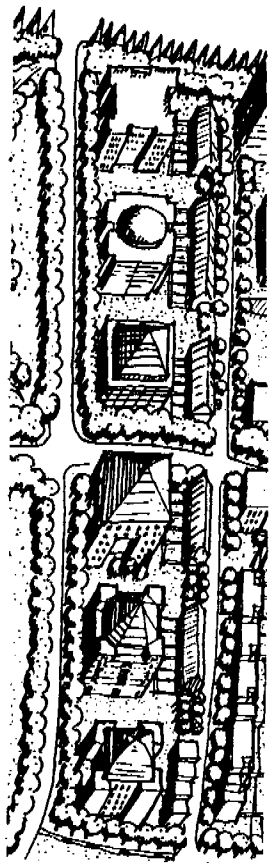


Fig. 27 106 Street villas between legislature and housing.



Fig. 28 Precedent for villas

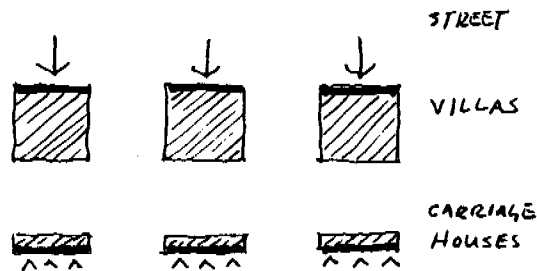


Fig. 29 Associated 'carriage' house development along lanes.

GARDEN PARK RESIDENTIAL

ROLE

- * To provide medium density housing fronting both surrounding streets and the interior public garden.

PRINCIPLES

- * The principles for street orientation are identical to those in the adjacent Perimeter Block Housing areas except that generous public access to the interior block public park space is encouraged at strategic points such as the intersections of Rossdale Road and 96 Avenue, and Rossdale Road and 97 Avenue.
- * The east boundary of the block facing Donald Ross Park is to be predominantly open to the Park.
- * This site is to take advantage of its consolidated City ownership and adjacency to Donald Ross Park. The park is to be extended into the centre of the block and developed with public community uses complementary to the casual sports ones of Donald Ross Park.
- * The interior park is to be surrounded with a combination of the backs of housing that are fronting onto the local streets and the fronts of housing which are oriented to the park.

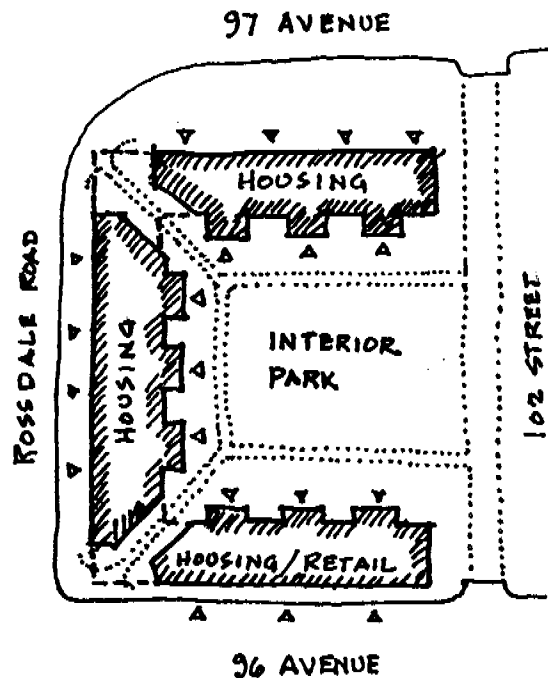
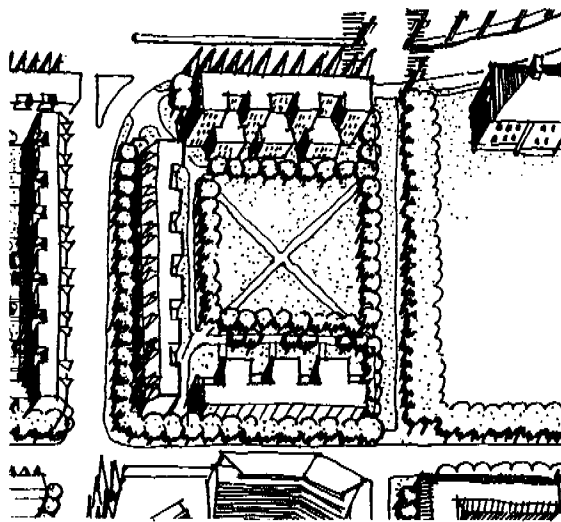


Fig. 30 Access to garden park at street corners.

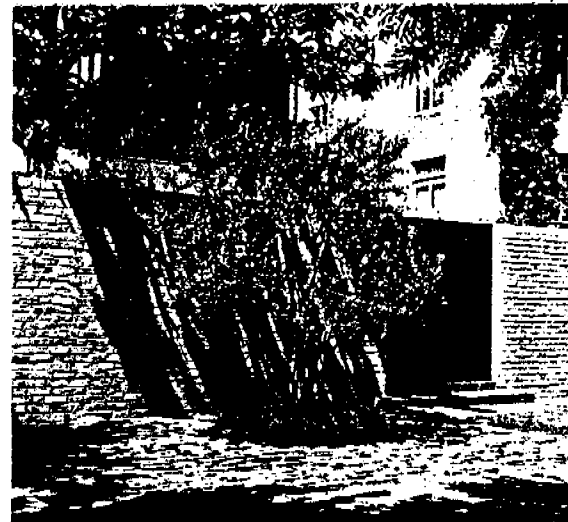


Fig. 31 A garden with the enclosure of housing.

ROSSDALE ROAD COMMERCIAL OFFICE EDGE

ROLE

- * The built form is to be an introduction to the Downtown and this neighbourhood and serve as a buffer to the neighbourhood from the power house, treatment plant, the surrounding roads and John Ducey Park.

PRINCIPLES

- * A buffer is to be formed using a suitable land use such as office, which is compatible with the adjacent housing and capable of facing the power house and the buffer landscaping.
- * A strong sense of approach and entry into the downtown and neighbourhood from the south side is to be created using built form along the edge of the street.

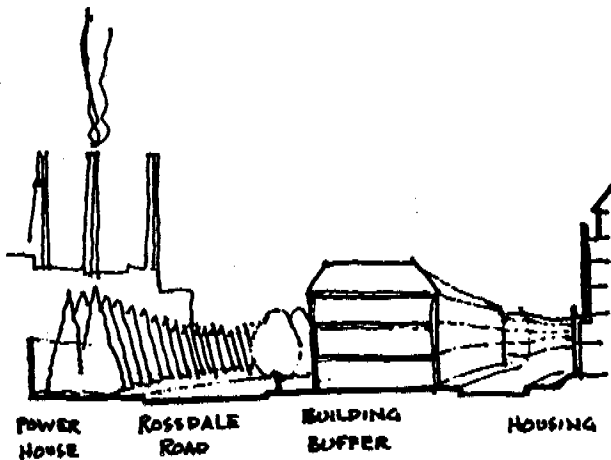
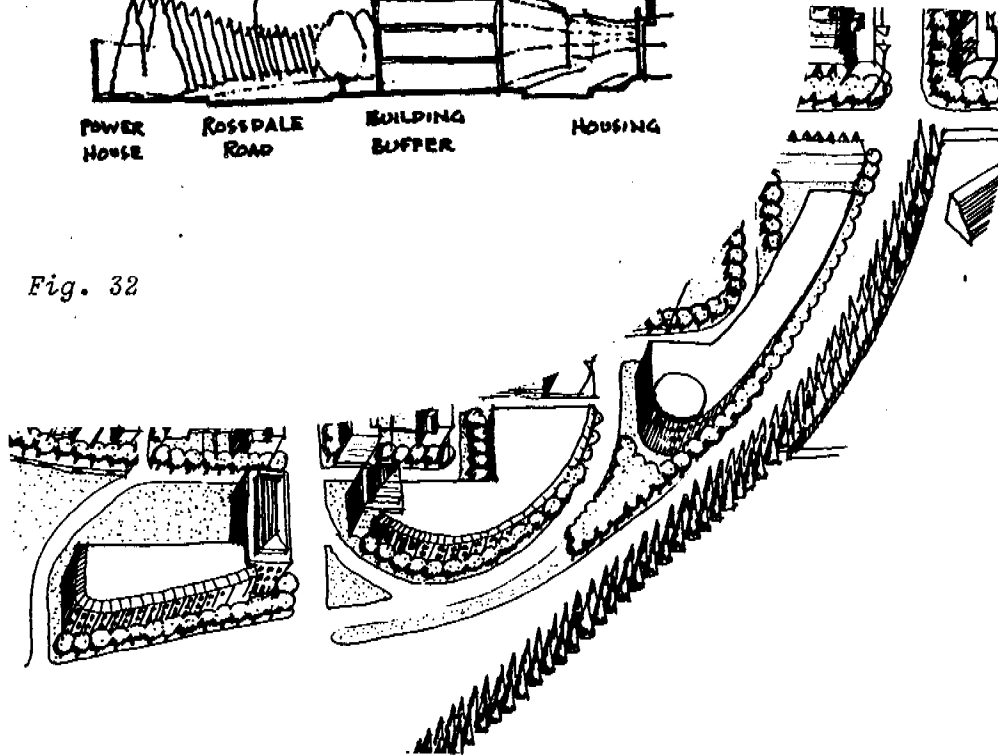


Fig. 32



NORTH ROSSDALE

STREET RELATED RESIDENTIAL

ROLE

- * This North Rosssdale precinct is to be known for its small scale street oriented housing fronting an intricate variety of local and through street conditions.

PRINCIPLES

- * The neighbourhood is to have a strong park and treed quality when seen from above at the edge of Downtown.
- * The housing is to be nestled away from 97 Avenue to alleviate the impact of the traffic noise it generates. The housing is to front Rosssdale Road, a quieter arterial route, and look onto the wild park edge of the valley and Downtown above.
- * The housing is to focus on Diamond Park, laid out in a modified configuration and smaller size.
- * The interior of each city block may serve a variety of semi-public or quieter public functions in addition to private outdoor requirements. Small scale 'cottage' housing is to be encouraged to front the lanes turning them into back streets with a sense of address, thus creating a housing condition not normally available in the downtown.

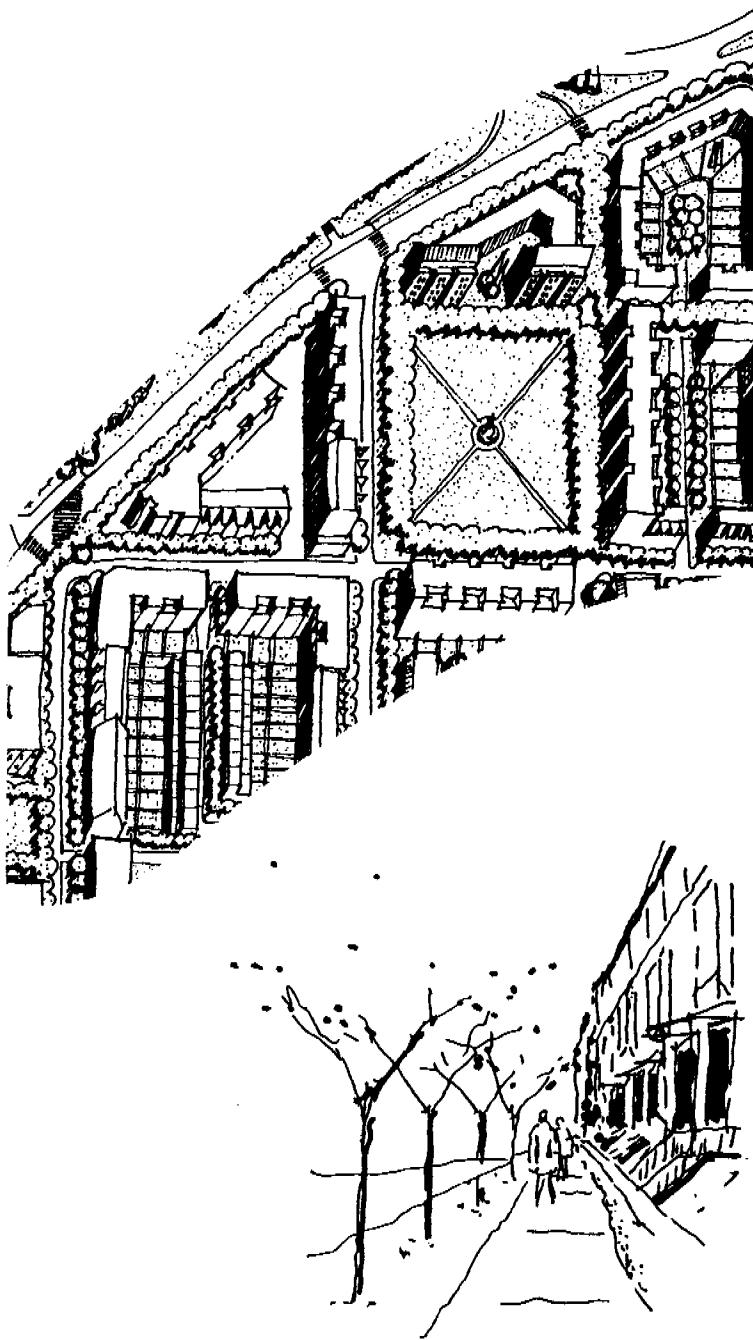


Fig. 33 Housing fronting a street.



Fig. 34 A small scale front garden.

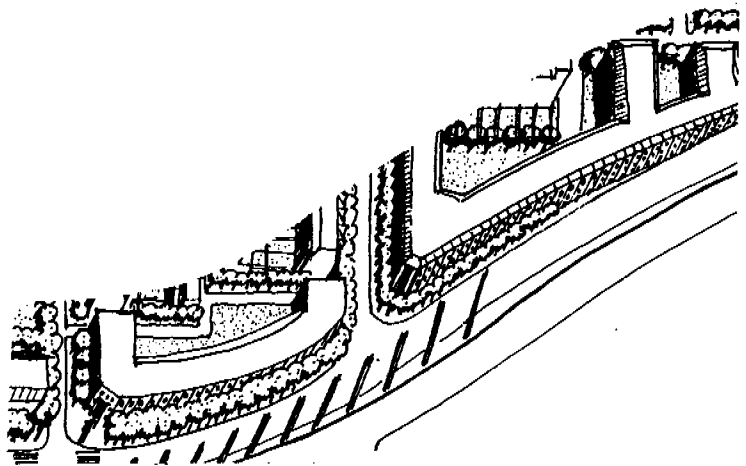


Fig. 35 Entering Rosedale via 97 Avenue.

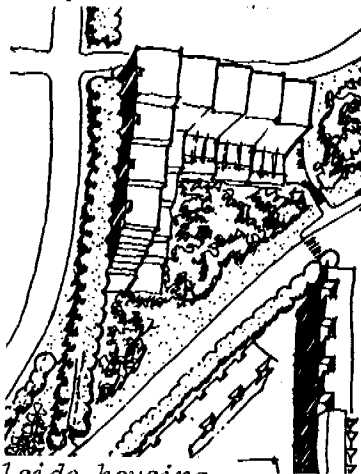


Fig. 36 Hillside housing.

97 AVENUE COMMERCIAL OFFICE EDGE

ROLE

- * The built form is to be an introduction to the downtown and this neighbourhood as well as a buffer from 97 Avenue traffic.

PRINCIPLES

- * A buffer is to be formed using a suitable land use such as offices, which is compatible to the adjacent housing and is capable of facing 97 Avenue.
- * The buildings are to offer a strong street presence to 97 Avenue and the bridge approach ramp.
- * The strong street presence is to add to the sense of entry to the community and downtown.
- * The historic buildings on the Ortona site are to be rehabilitated, if possible, and incorporated into new projects on the site.

HILLSIDE HOUSING

ROLE

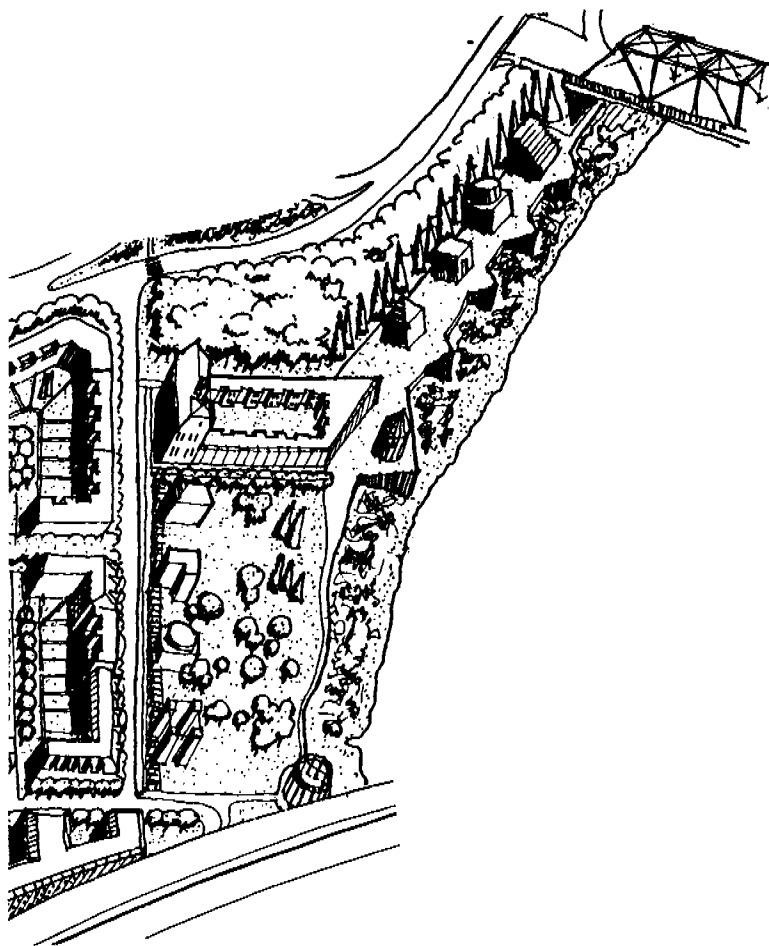
- * To accommodate medium density housing on a site overlooking North Rosedale and the Valley.

PRINCIPLES

- * The buildings are to contribute to a strong street presence and sense of occupancy along Bellamy Hill Road, 99 Avenue, and Rosedale Road.
- * The housing provided is to take advantage of the elevated views from the site and the southern orientation.
- * The built form is to provide a buffer to the interior of the site from the busy adjacent streets, creating a quiet interior.



Fig. 37 Proposed ambience for the Brewery Park.



THE BREWERY PARK

ROLE

- * The Brewery, the overall park area, 100 Street, and the half block west are to develop as a coherent precinct, The Brewery Park, with a wide variety of public places, each an address for small scale development.
- * The Brewery Park and its facilities are to be known as a year round popular riverside destination for large numbers of people.

PRINCIPLES

- * The overall development is to focus on both 100 Street and the riverside creating two distinct and complementary faces to the precinct.
- * The brewery is to remain the predominate building on the site. It is to be rehabilitated and incorporated into a new project extending toward the river, rather than the open space to the south.
- * Additional facility (building) development is to take on the image of built objects set in a lush park setting. Gazebos or small scale free-standing pavilions are to define the edge of the park along 100 Street and the riverside north of the Brewery. The street pavilions are to terminate or frame views from intersecting streets to the park and are to form inviting entrances into the park. The pavilions north of the brewery are to enrich the connection from the historic building to the Low Level Bridge and beyond. They are each to front onto a grand public boardwalk at the river edge.

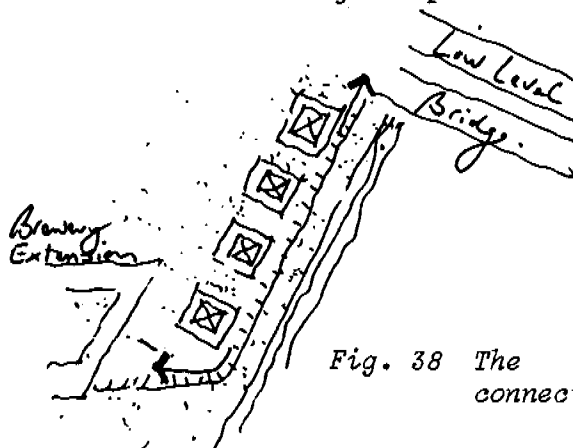


Fig. 38 The Brewery-Low Level Bridge connection.

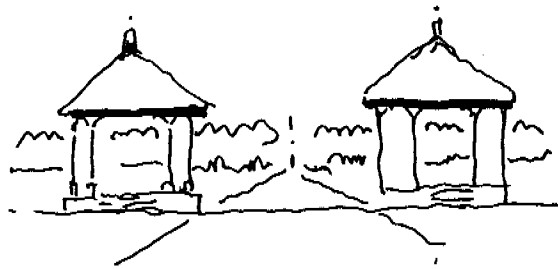
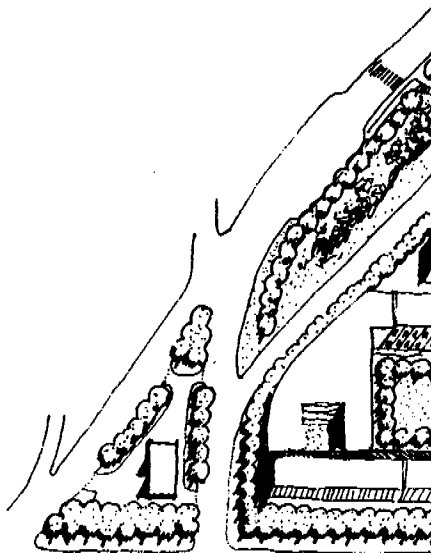


Fig. 39 Gazebos framing view to river.



Fig. 40 Precedent for 100 Street as a small scale shopping street.

- * Along both the street and river the gazebos are to respect the historic vocabulary of the brewery.
- * The gazebos are to house cultural entertainment facilities, restaurants, shops.
- * The open space of the site is to be largely preserved and developed as a clipped pastoral setting of open lawns and groves of mature shade trees. The area to the south of the brewery is to clearly remain a park and so open and accessible at all times. Existing stands of healthy trees are to be preserved wherever possible.
- * The half block west of 100 Street is to serve as the frontage and small scale street wall for the west side of the park. It is to be the address of a continuity of small shops. The shops add a additional attraction to the those in the park.
- * The site west of 100 Street is to supply parking stalls for park facilities, if that is a determined requirement.



CAR-ORIENTED COMMERCIAL SITE

ROLE

- * To provide a site in Rosssdale where car-oriented commercial use can occur.

PRINCIPLES

- * This site is to be for minor car-oriented commercial uses only such as a gas bar, small service station and/or a minimum amount of convenience shopping. This site should not be seen as competing with designated local shopping areas along 96 Avenue and in North Rosssdale.
- * The 97 Avenue frontage of the site is to retain the dignity of the legislature building approach. There is to be no signage directly on 97 Avenue advertising this use.
- * Car access to the site is to be from Rosssdale Road and Bellamy Hill Road. There is to be no access from 97 Avenue.
- * This site is to be compatible with the adjacent river valley edge park. Development is to include substantial perimeter 'wild' landscaping that extends the valley edge to 97 Avenue. A setback of 5.0m along Rosssdale Road and Bellamy Hill is required for the construction of any buildings or paving on the site, except for access driveways. A setback of 9.0m is required along 97 Avenue.
- * Buildings on the site are to be designed to be compatible with the adjacent historic buildings and residential neighbourhood.
- * Maximum building height is to be one storey. An open canopy over a gas bar is allowable within the developable site.

B.1.3 STREET ROLES

The existing street grid is already largely in place but the role for each street should be clearly defined in the context of the overall intent of the respective precincts and the general built form. A street role offers a qualitative direction for the development of streets and these components.

- 1 102 STREET
IS TO SERVE AS AN ADDRESS FOR HOUSING,
THE FUTURE USE OF THE ORTONA SITE, AND THE
MAIN PEDESTRIAN ROUTE INTO THE DOWNTOWN.
- 2 ROSSDALE ROAD
IS TO REMAIN A MINOR ARTERIAL FOR ACCESS TO
BREWERY PARK, GRIERSON HILL AND AN ADDRESS
FOR HOUSING
- 3 98 AVENUE (101ST. TO 102 ST.)
IS TO BE A MINOR VEHICLE CONNECTION BETWEEN
101 ST. AND 102 STREET, INHIBITING THROUGH TRAFFIC.
A QUIET STREET ENVIRONMENT IS TO BE CREATED
WITH A PEDESTRIAN PRIORITY.
- 4 97 AVENUE AND ROSSDALE ROAD
ARE TO REMAIN MAJOR ARTERIALS AT THIS CORNER
BUILDINGS FLANKING IT ARE TO OFFER A STRONG
PRESENCE AND SHROUD THE HOUSING FROM THE
TRAFFIC NOISE.
- 5 97 AVENUE
IS TO REMAIN A MAJOR ARTERIAL AND HAVE A
STRONG NEIGHBOURHOOD PRESENCE DEFINED
BY BUILDINGS.
- 6 LANE
THE LANE IS TO BE DEVELOPED AS A BACK STREET
WHICH BECOMES AN ADDRESS FOR SMALLER SCALED
HOUSING.
- 7 98 AVENUE AND 100A STREET
ARE TO BE PRIMARY RESIDENTIAL ADDRESSES
AND ARE TO SERVE AS THROUGH STREETS FOR
ACCESS TO BREWERY PARK.
- 8 BREWERY PARK
IS TO BE AN ATTRACTION FOR DOWNTOWN BUT HAVE
A LIMITED IMPACT ON THE NORTH ROSSDALE
RESIDENTIAL ADDRESS.
- 9 100 STREET
A BUSY PEDESTRIAN SCALED STREET
BOTH SIDES OF THE STREET ARE TO BE OF A
SPECIAL PEDESTRIAN ATTRACTION.
- 10 DIAMOND PARK
IS TO BE LOCAL FOCUS FOR THE NEIGHBOURHOOD
AND SERVE CASUAL SPORTS NEEDS.
- 11 PEDESTRIAN STREETS
ARE TO EXTEND THE PARK TO THE NORTH AND SOUTH
INCREASING THE EASE OF ACCESS TO IT
THEY ARE ALSO TO SERVE AS RESIDENTIAL
ADDRESSES.
- 12 MCDONOUGH HILL
IS TO BE A MAJOR PEDESTRIAN ACCESS CONNECTING
THE BREWERY PARK TO DOWNTOWN.
(MCDONOUGH DRIVE AND THE HERITAGE TRAIL)

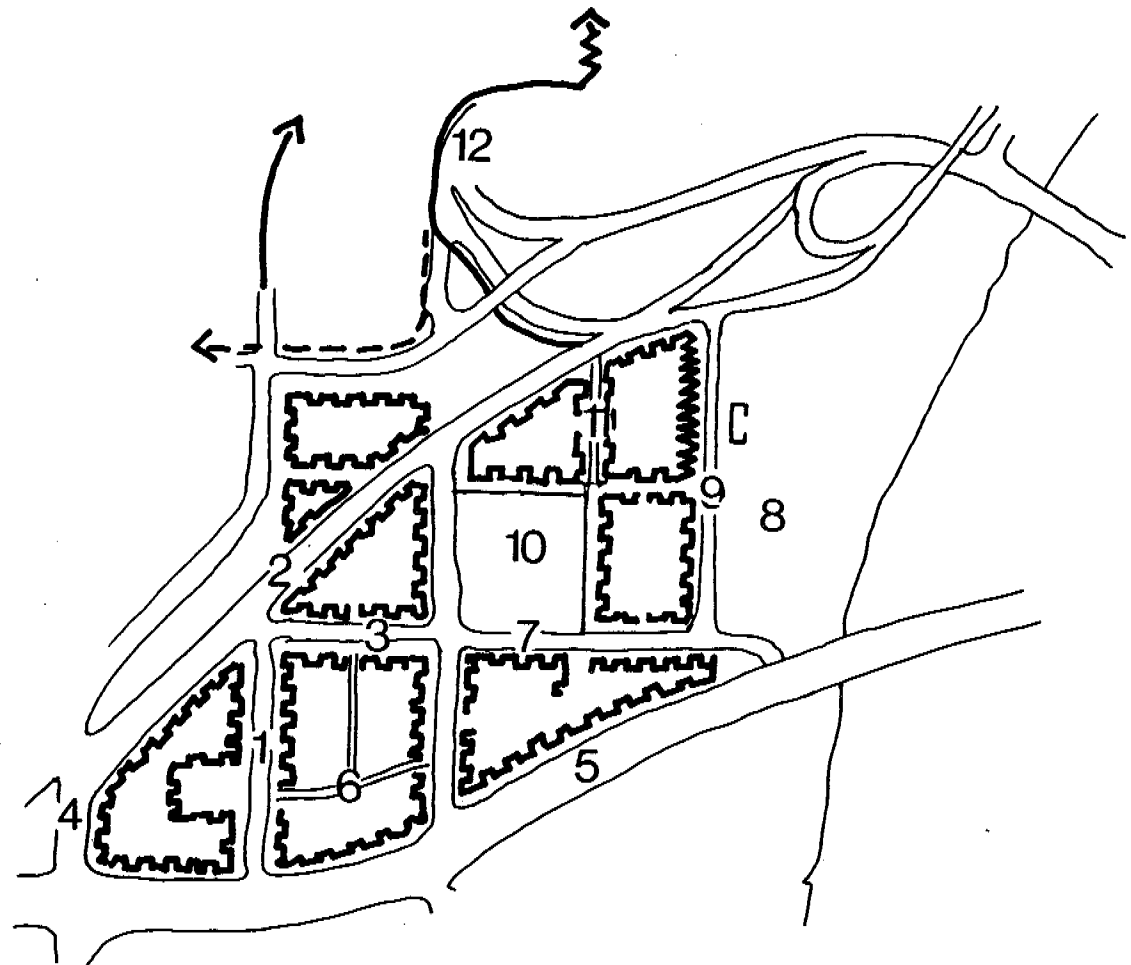


Fig. 41 North Rossdale street roles.

- 1 97 AVENUE
IS TO REMAIN A MAJOR ARTERIAL BUT ALSO ACT AS A FORMAL VISUAL AXIS FOR THE LEGISLATURE DEFINED BY AN ESPLANADE AND AN EDGE OF HOUSING.
- 2 106 STREET
IS TO SERVE AS "EMBASSY ROW", A FORMAL STREET EDGING THE LEGISLATURE GROUNDS AND OFFERING A DISTINGUISHED ADDRESS FOR GOVERNMENT OFFICES AND RESIDENTIAL USES.
- 3 96 AVENUE
IS TO BE A MAIN STREET THAT WILL BE THE ADDRESS OF SHOPS, COMMUNITY SERVICES AND HOUSING. IT IS TO BE THE MAJOR PEDESTRIAN CONNECTOR BETWEEN THE LEGISLATURE AND THE RIVER BUT REMAIN A LOCAL VEHICULAR ROUTE.
- 4 104 STREET & 105 STREET
ARE TO REMAIN ARTERIALS BUT ALSO TO BECOME ADDRESSES FOR MANY HOUSEHOLDS.
- 5 ROSSDALE ROAD
IS TO REMAIN AN ARTERIAL BUT ALSO SERVE AS AN ADDRESS FOR SMALL SCALE OFFICES.
- 6 LANES
- ARE TO SERVE AS BACK STREETS THAT ARE ADDRESSES FOR MEWS HOUSING
- ARE TO REMAIN FOR LOCAL VEHICULAR ACCESS.
- OFFER QUIET ALTERNATIVE PEDESTRIAN ACCESS FROM THE NORTH-SOUTH ARTERIALS.
- 7 LANE (105A STREET)
IS THE ADDRESS FOR "CARRIAGE" HOUSES.

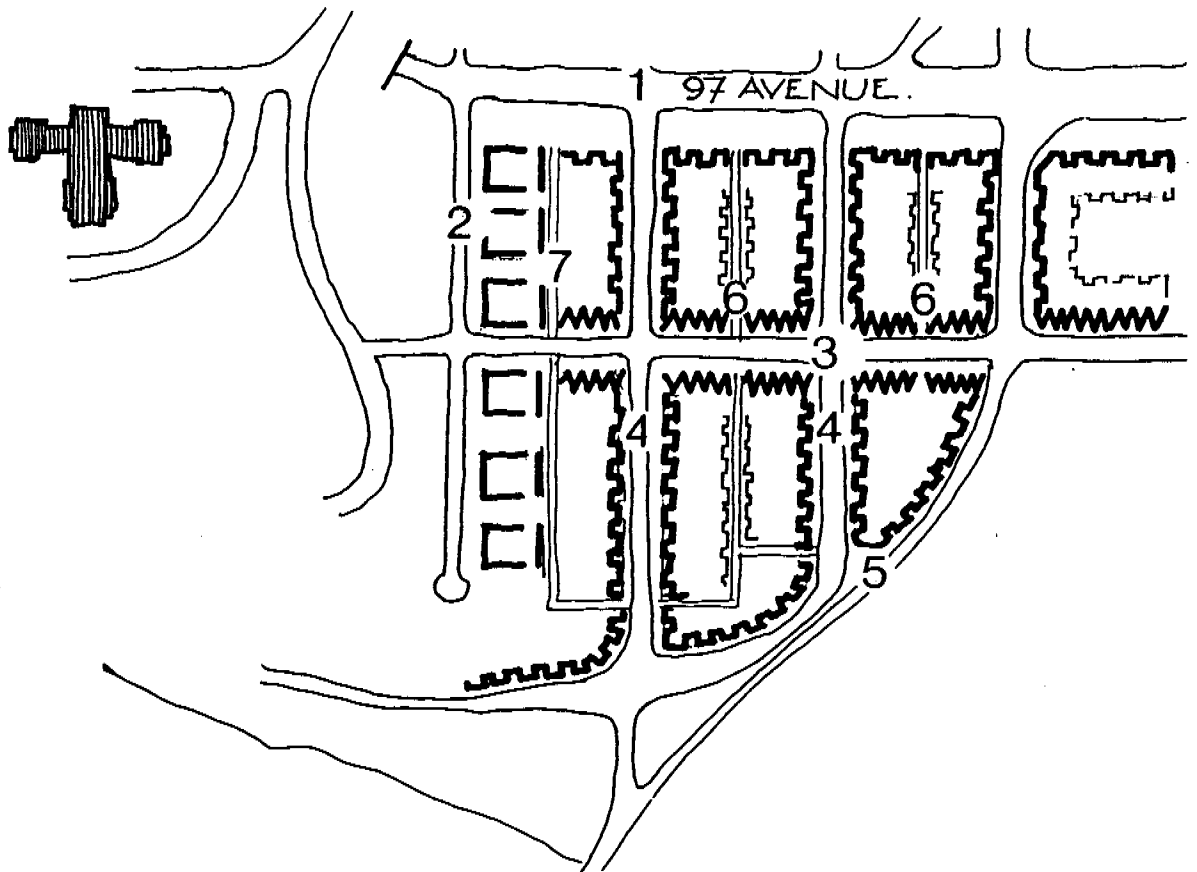


Fig. 42 West Rosedale street roles.

B.1.4 SUMMARY

The axonometric drawing in Figure 43 illustrates the overall mature community form for the medium density areas of North and West Rosedale following the community form, precinct roles and principles, and street roles.

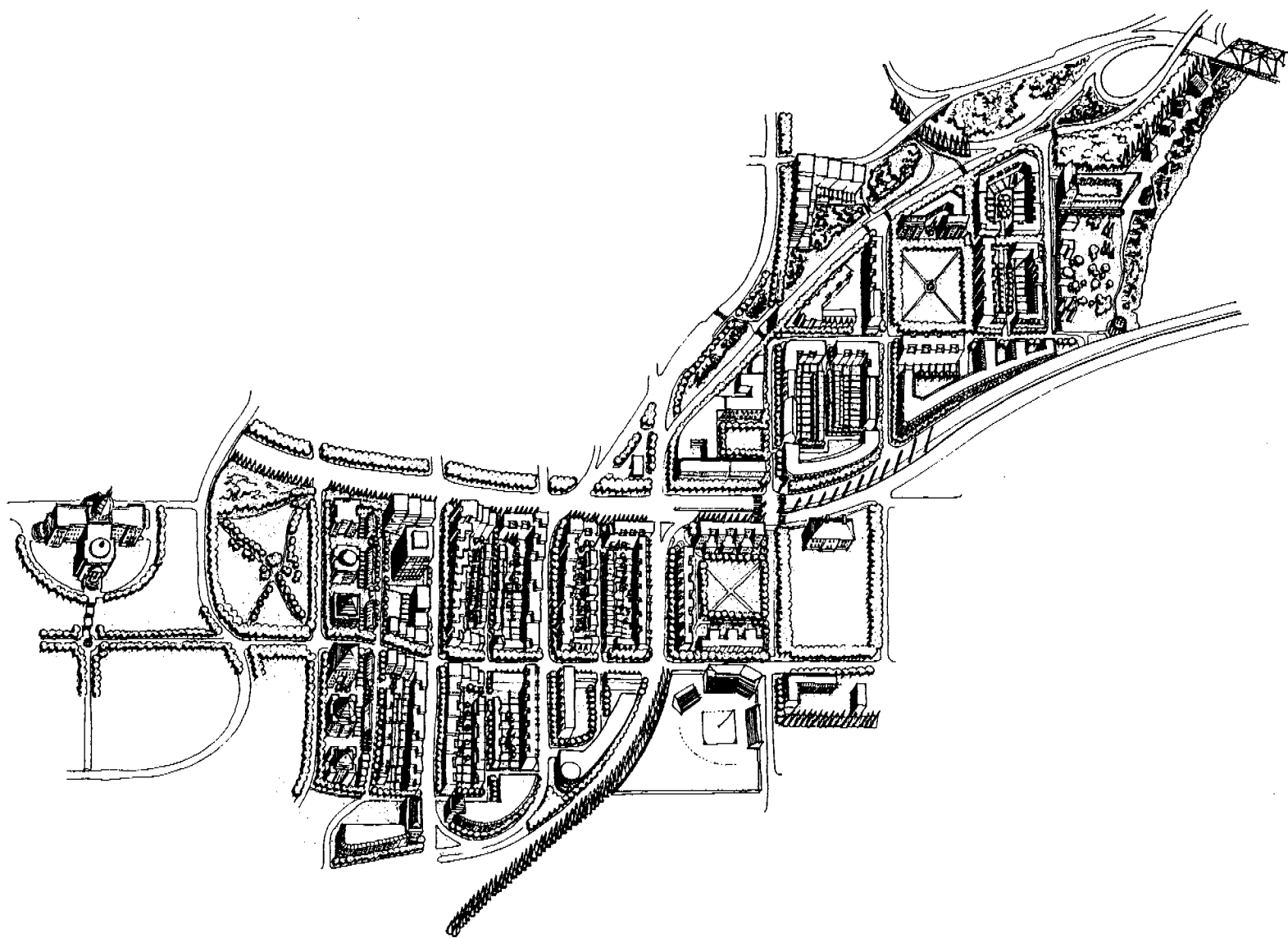




Fig. 44 An established public place.

B.2 PUBLIC IMPROVEMENT GUIDELINES

B.2.1 APPROACH

The focus of the neighbourhood is to be its public network of streets, parks and plazas. Rosedale should be known for these various Places. They serve as "character builders" to ensure "Places will happen regardless of what gets built" and thus offer the community the possibility of a more diverse and public lifestyle.

The neighbourhood envisioned will only come about by achieving the basis for its form and image ultimately on the ground through public improvements that are highly visible and tangible. The vision of the neighbourhood is then much easier to understand among all proponents and participants.

An initial objective for the improvements is that they act as sparks to inflame the rebuilding around them. They are evidence of public commitment to the community and the City assuming its responsibility as steward of the public lands. In addition, public improvements are to have flair, character and imagination and so lend form and coherence to the area. They should be so appealing that there is an inevitable fronting of doors and windows to the street.

Two generic types of public improvements are required:

- 1) those which are fundamental to developing livable streets i.e. streetscape improvements, and
- 2) those which create special Places that lend the community an identity that is more than the assets of its location.

Many of the actual recommendations are somewhere in between.

B.2.2 TYPICAL STREETSCAPE IMPROVEMENTS

Street improvements throughout all of West and North Rosedale are fundamental to the process of making Rosedale livable: that is a neighbourhood with an ease of pedestrian access throughout and up to Downtown and the surroundings. The public environment, particularly sidewalks and their associated elements, is the

commonly recognized realm of the pedestrian along the street. Sidewalks remain the principal means by which we get around the city on foot and as such must form a continuous uninterrupted network, always easily accessible. A fundamental premise is that pedestrians are to have parity with vehicle traffic throughout the community and so roads are to be turned into streets.

All public improvements found on the sidewalks from tree planting to light poles must add up to the identity and distinction of a street by the way they form and decorate it.

* Sidewalks: Existing sidewalks are to be replaced with more generous, well-detailed and constructed ones, for the most part of concrete construction. A minimum width of 2.5m (8 ft.) is recommended. It is a comfortable width for three people to pass one another. Also it is more in proportion to lane and road widths and so a visible clue to pedestrians that they are as important as cars.

* Street Tree Planting: Along nearly all the streets in Rosedale property lines are at least several meters from the roadway curb. Significant grassed boulevards already exist along many roads and North and South Rosedale possess streets characterized by arcades of mature Elm and Ash trees. From the top of the valley South Rosedale appears as continuous mass of trees and has the illusion of a heavily treed woodland.

The quality of heavily treed boulevards should be extended throughout Rosedale turning roads of grassed verges into deeply shaded streets and strongly defined the pedestrian environment. Arcades of closely spaced trees are proposed along both sides of each street. A minimum 100mm caliper tree is recommended for installation to ensure the immediate impact of the arcade image when planted and to withstand the abuse common to street trees. A study of species is recommended.

* Street Lighting: Every winter is remembered for its long nights when travel to and from home is often in the dark. Lighting is, therefore, an important amenity. Both lamp poles and lighting are to celebrate our long nights while satisfying the more utilitarian function of illuminating and defining both sidewalks and roads.



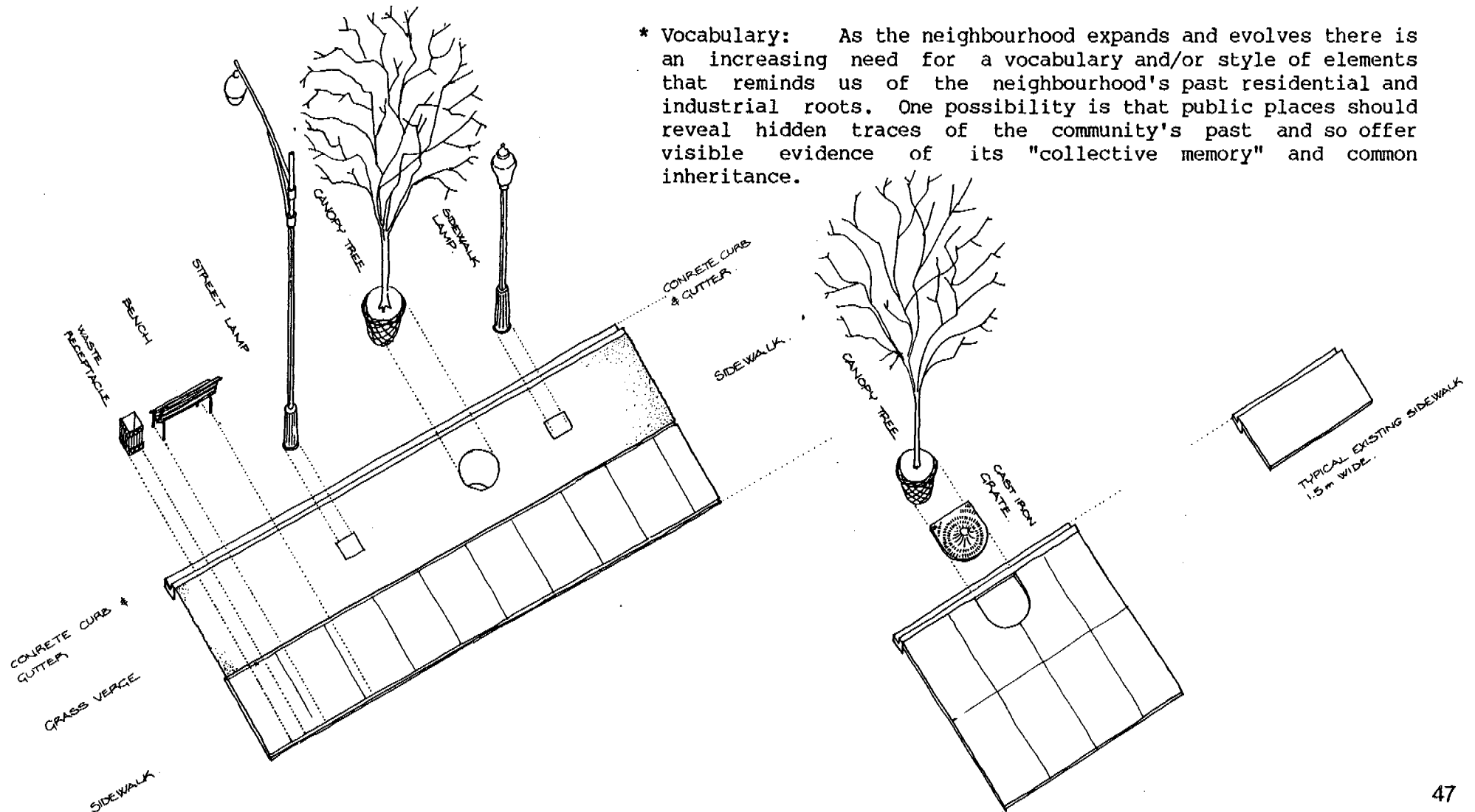
Fig. 45 Vancouver lamp pole with sidewalk lighting attached to roadway lighting pole.

The lamp poles should be designed and coordinated to offer detail and scale making the poles interesting in themselves. As vertical elements they are as important during the day as they are at night, especially to define the sidewalk edge from the road when the trees are bare of leaves.

Two basic types of poles are required along each street: one for sidewalk lighting, the other a combination for both roadway and sidewalk lighting. On promenades and pedestrian priority routes only the shorter pole is required. A precedent for this system is established along major Vancouver streets. It should be investigated for its adaptation to the Rosedale area.

Fig. 46 Typical Rosedale street elements.

* Vocabulary: As the neighbourhood expands and evolves there is an increasing need for a vocabulary and/or style of elements that reminds us of the neighbourhood's past residential and industrial roots. One possibility is that public places should reveal hidden traces of the community's past and so offer visible evidence of its "collective memory" and common inheritance.



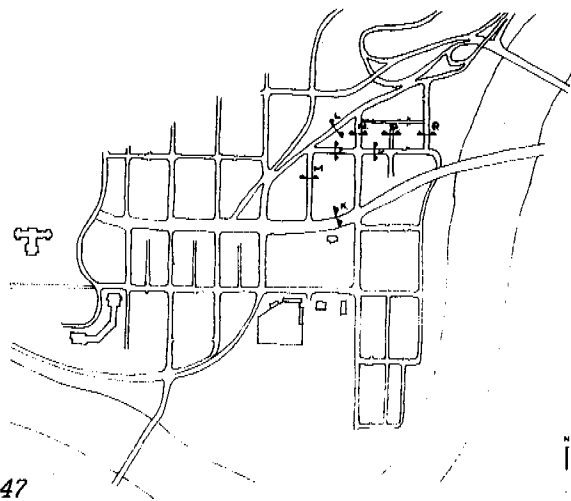
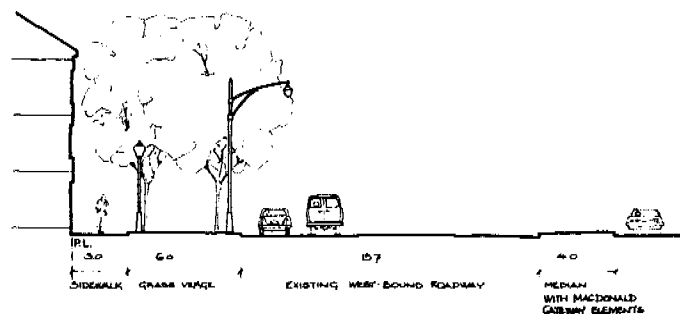
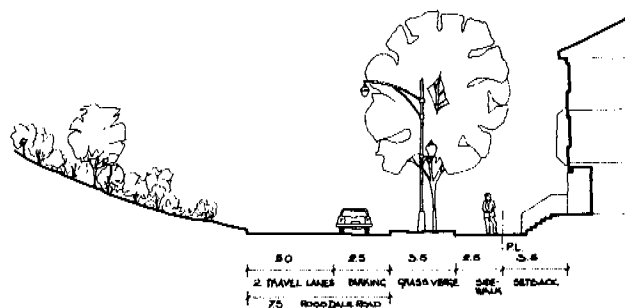


Fig. 47



SECTION K. NORTHSIDE OF 97 AVENUE



SECTION L. ROSSDALE ROAD

Fig. 48

B.2.3 STREET BY STREET

The following sections and facing plan diagram illustrate the nature of improvements required on a street by street basis. Sections describe the nature of the streetscape elements such as tree planting and lighting and the relation of the sidewalk to the roadway are shown on the facing plan.

North Rossdale

* Northside 97 Avenue

A generous boulevard with a double arcade of tree planting is proposed to buffer a sidewalk from 97 Avenue traffic. The walk is located against a re-established property line.

* Rossdale Road

A boulevard with tree planting buffers the sidewalk from traffic while the sidewalk itself offers direct access to adjacent housing. Along the north side the regenerated "natural" valley planting is shown.

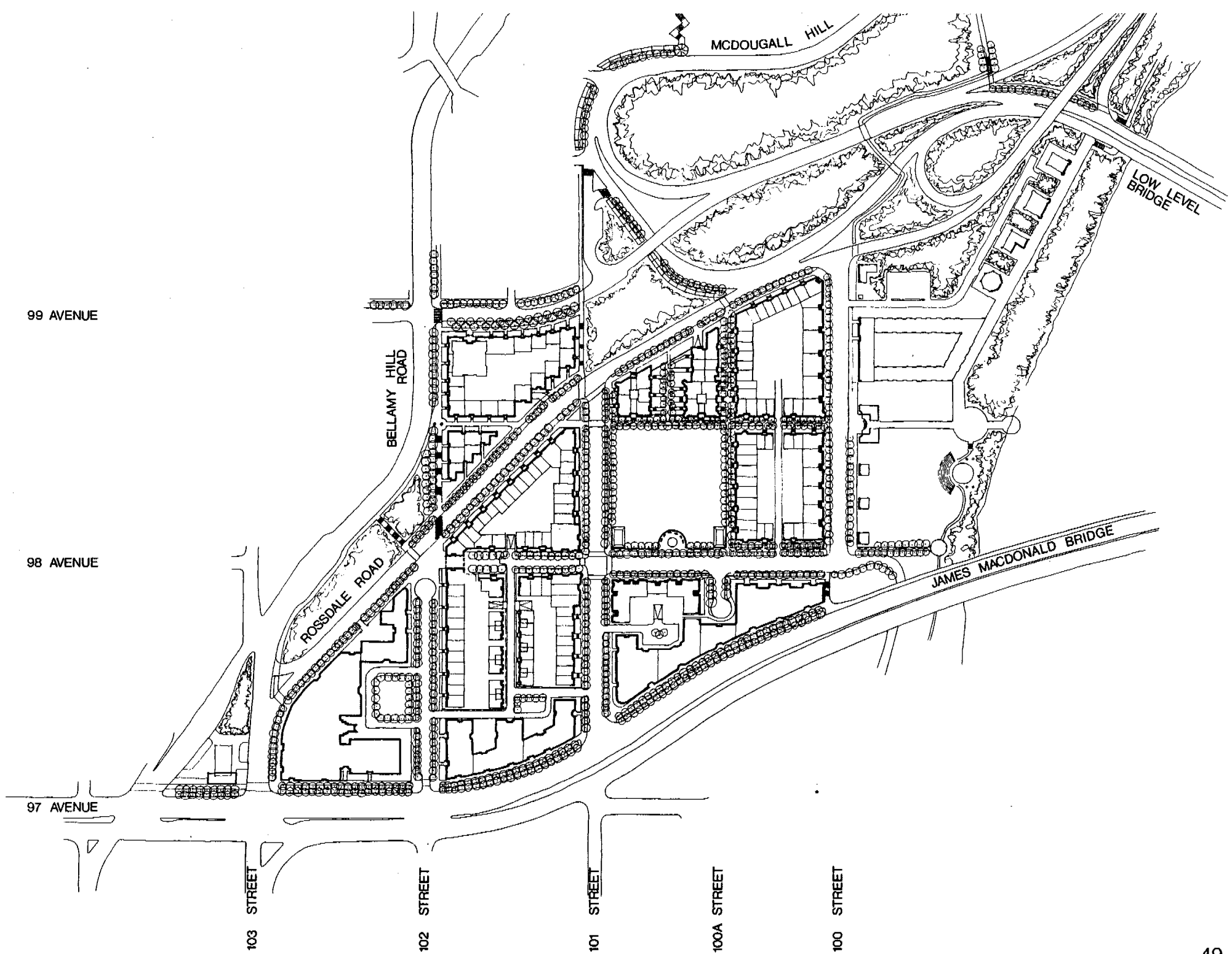
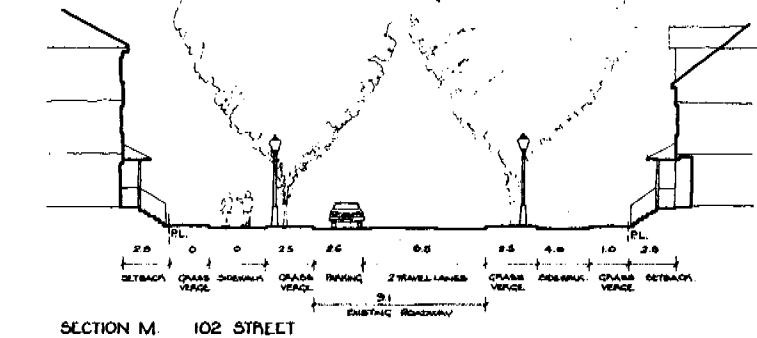


Fig. 50



* 102 Street

The mature boulevard trees are preserved, pedestrian scale lighting installed, and sidewalks are widened. To ensure its pedestrian priority, the road configuration should be investigated. As an alternate precedent the Rice Howard Way and its model Dutch Werneuf should be considered.



Fig. 51 A Dutch Werneuf and a pedestrian priority street in Vancouver.

* 101 Street

Boulevard planting extends along both sides of the street and existing mature trees are to be preserved.

* 98 Avenue Between 101 & 102 Streets

Buildings are constructed to re-established property lines closer to the street to lend an overall sense of enclosure and intimacy. Sidewalks set against the curb allow this to occur with trees set in grates and guards. Pedestrian lighting is shown along both sides of the street.

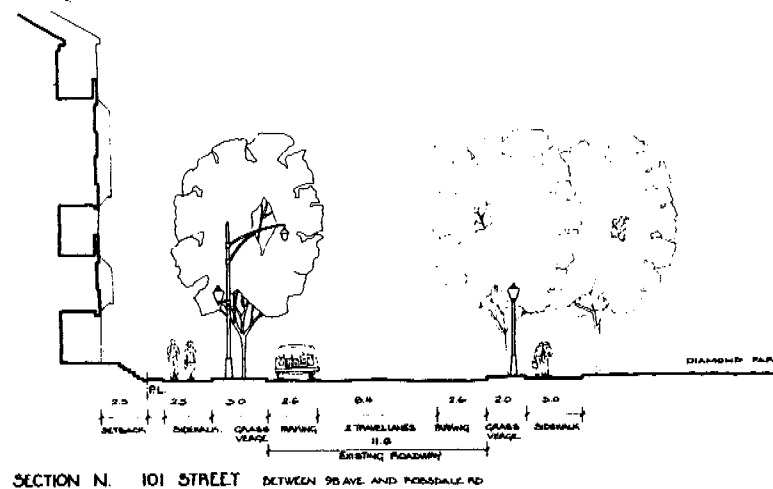
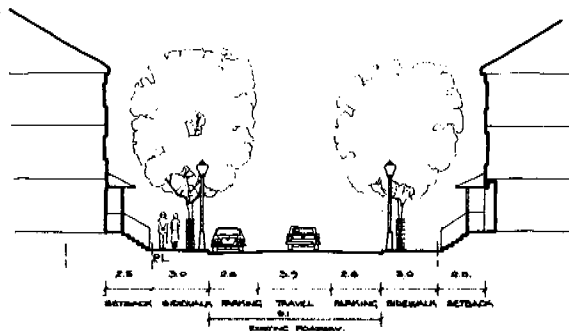
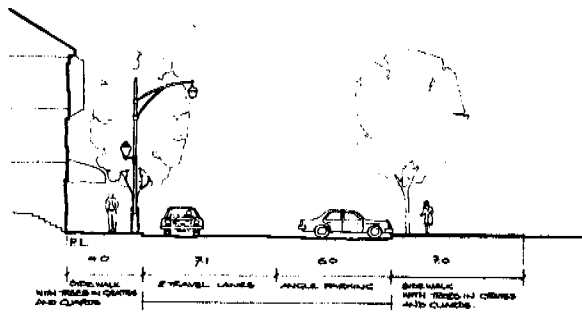


Fig. 52



SECTION P. 98 AVENUE

Fig. 53



SECTION R. 100 STREET

Fig. 54

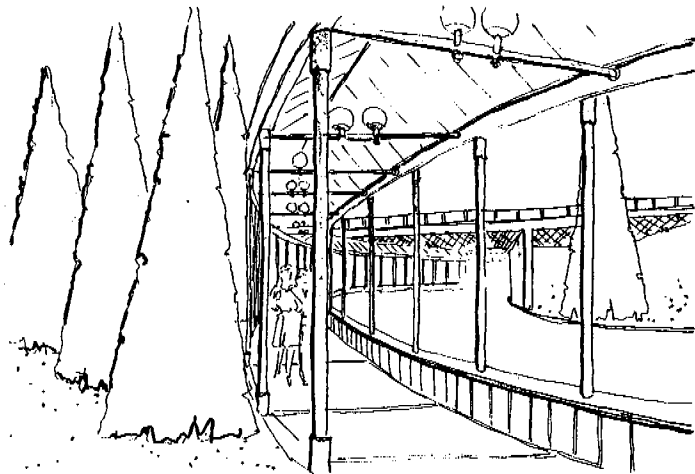
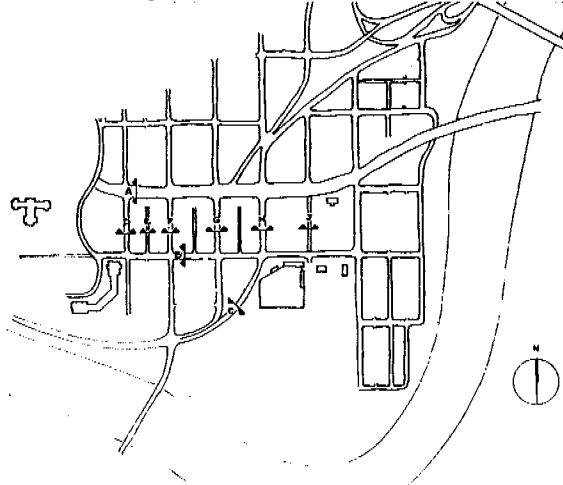


Fig. 55 McDougall Hill 'super' sidewalk.



* 100 Street

The east side is developed as the Brewery Park and so a broad tree lined sidewalk lines its edge for an ease of access. The west is lined with shops and residences. A broad sidewalk is separated from the road by lamp poles and trees set in grates and guards.

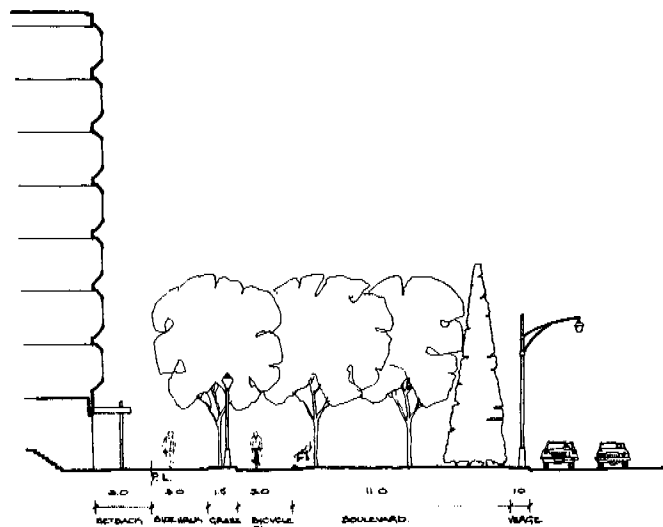
* McDougall Hill

A "super" sidewalk follows the roadway to the Brewery Park offering pedestrians a route of parity with vehicles. The walkway should be generous, amply lighted with pedestrians scaled lighting, covered to offer some weather protection, and highly visible from above and in the valley.

West Rosedale

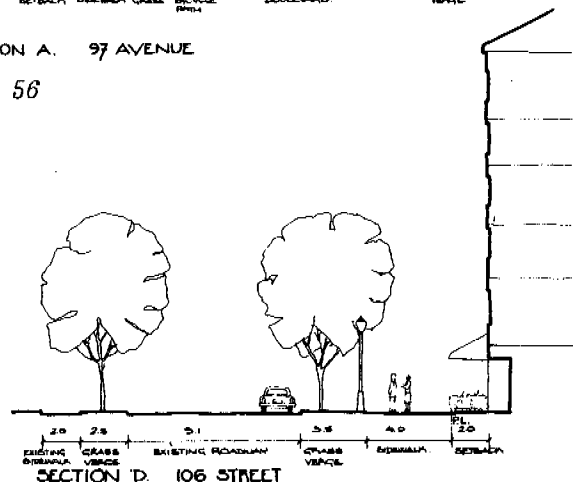
* 97 Avenue South Side

The fifteen meter (50 foot) City owned lots immediately south of the roadway and now the alignment of the C.C.R.P. bike route are to be developed as an esplanade or linear park between Donald Ross School and the Legislature. It is to serve as a bikeway, promenade, formal approach to the Legislature and a buffer between the noise and dirt of the traffic. Formal planting is proposed with several arcades of closely spaced trees. Coniferous trees edge the road to screen its view from dwellings and the park. Generous walkway and bicycle routes are separated by an arcade of trees.



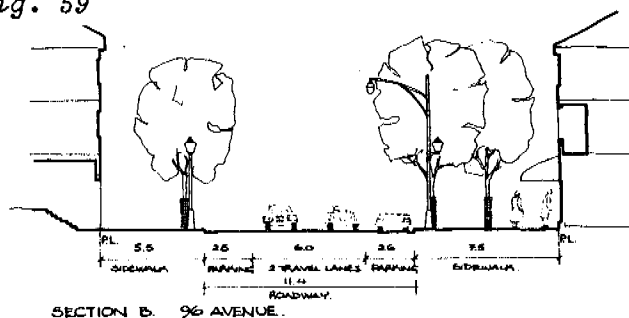
SECTION A. 97 AVENUE

Fig. 56



SECTION D. 106 STREET

Fig. 59



SECTION B. 96 AVENUE.

Fig. 60

"Follies", entertaining, attractive elements of amenity are located at each mid-block, visually terminating the lanes or back streets. They are to offer a range of opportunities not unlike the viewpoints and street terminations.



Fig. 57 97 Avenue Esplanade precedent.



Fig. 58 A 'folly' at the entrance to a park.

* 106 Street

The coordinated streetscape is to extend along the east side of 106 Street to offer a Rosedale identity to the street and so lend the entire community a greater prominence. A generous sidewalk sufficient for two passing couples is separated from the road by a broad grassed verge for an arcade of tree planting.

* 96 Avenue

Generous sidewalks consistently edge both sides of the street. It is proposed the road's alignment be shifted approximately 2.0 meters for an expansive north sidewalk of 7.5 meters to take advantage of its sunnier orientation, especially in the winter. A double arcade of tree planting, in grates and guards, offers a sheltered and shaded place for seating, outdoor cafes, and other amenities such as drinking fountains.

A less expansive south sidewalk of 5.5 meters is edged with a single arcade of trees to buffer it from traffic and parked cars.

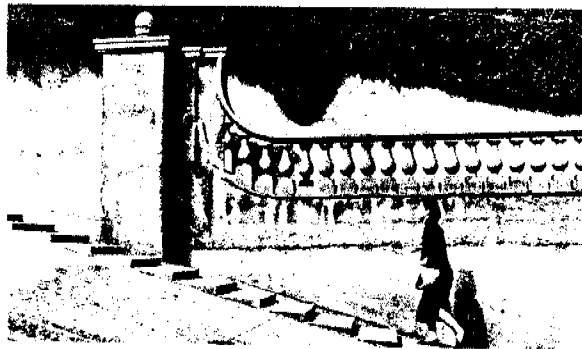


Fig. 61 A combination sidewalk and stairway.

Both sidewalks should be distinctively paved and lit in keeping with their Main Street function. Furthermore, the potential of heating the sidewalks with heat from the Rosssdale Generating Station should be investigated. Snow and ice free sidewalks year round would add warmth and comfort making the walk to the corner store convenient year round.

Between 105 Street and 106 Street sidewalk stairways not unlike that shown in figure 61 are proposed to ease the effort of climbing the steep slope.

Further study of the street's improvements east from 102 Street should be undertaken.

* 105 Street, 104 Street, Rosssdale Road

Dense arcades of boulevard tree planting along both sides of each of the north-south arterial streets are to form deeply shaded streets synonymous with South Rosssdale. All elements are to add up to a streetscape in parity with the road traffic. Where the grass verge is of a sufficient width a double arcade adds to the buffering. Sidewalks are 2.5 meters wide and each lit with pedestrian scale lighting.

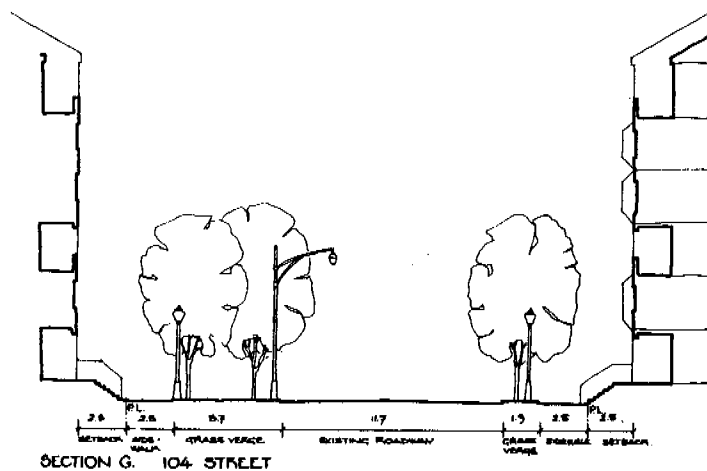
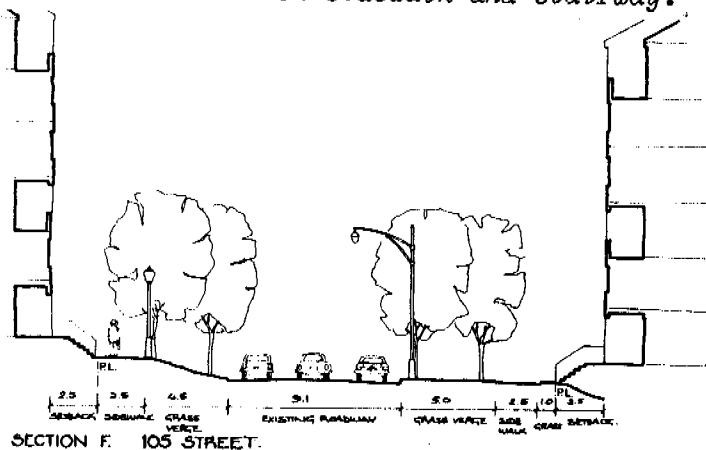
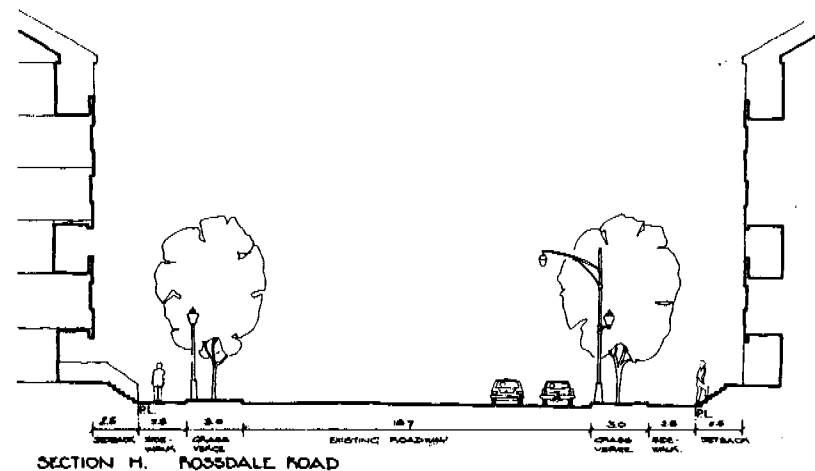


Fig. 62



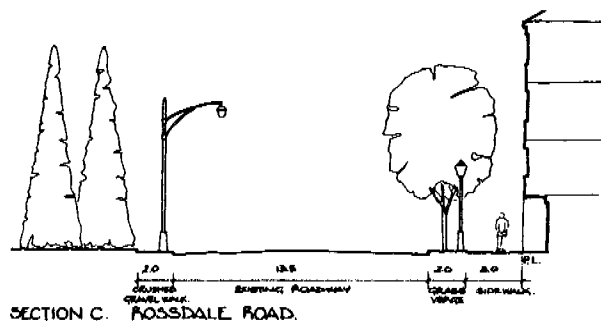


Fig. 63

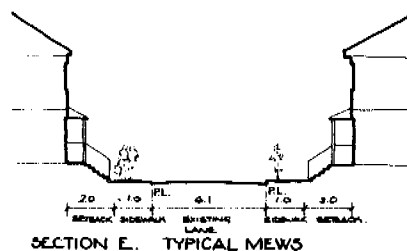


Fig. 64



Fig. 65 Example of housing along a small scale street.

* Rosedale Road

A generous 3.0 meter sidewalk follows the road alignment along the re-established property line paralleling the road and serving the street fronts of the offices. A boulevard with tree planting and pedestrian scale lighting buffers the sidewalk from the road. Between the utility site and John Ducey Park and the road extensive coniferous tree planting is to form a visual buffer from the road to the utilities.

* Lanes or 'Mews' Streets

The existing lane is to remain in place for service and parking access. Small 'mews' housing is to front along both sides creating a back street. A 3.0 meter setback along each side allows for a 1.5 meter sidewalk and a 1.5 meter garden. Tree planting in the gardens and pedestrian scale lighting add to the street's overall ambience as a quiet place.

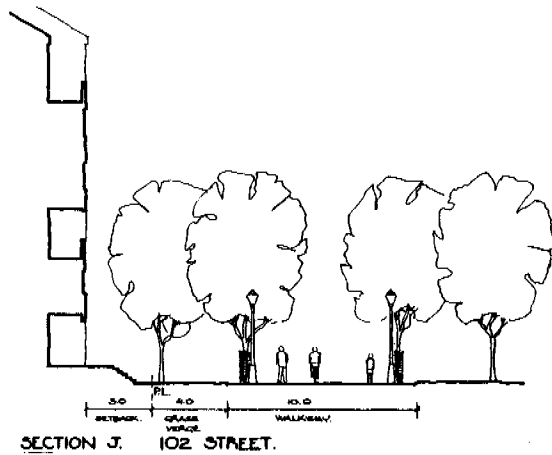


Fig. 66

* 102 Street Promenade

The alignment of 102 Street is to be developed as an expansive promenade from 96 Avenue to 97 Avenue offering a distinctive Main Street to Downtown. A double arcade of shade trees and pedestrian lighting flanks either side. Pedestrian amenity elements at either end flag its importance.



Fig. 67 Examples of grand promenades.

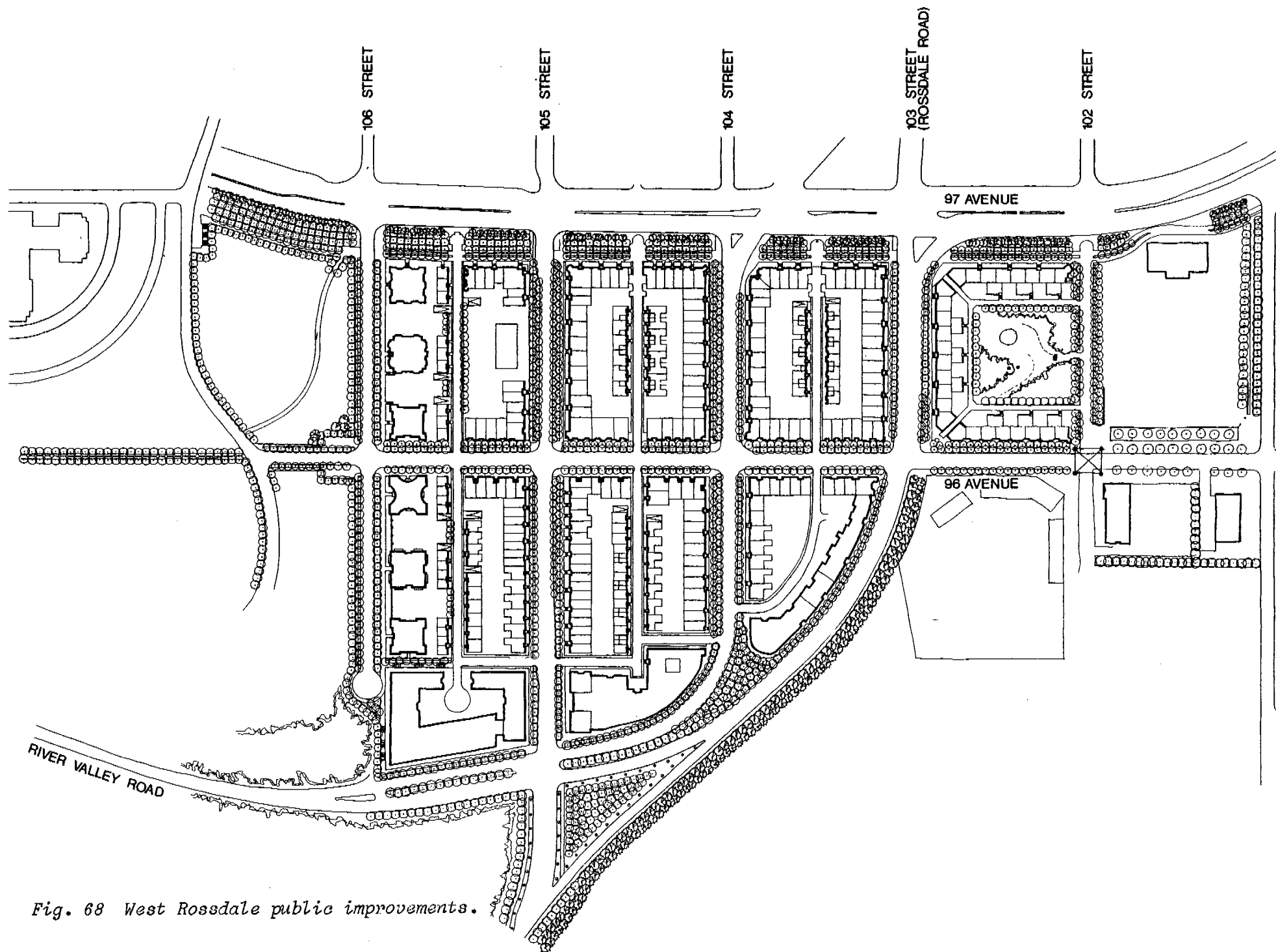


Fig. 68 West Rosedale public improvements.



Photo: Llois Casals

Fig. 69 Examples of special places in Vancouver and Barcelona.

B.2.4 SPECIAL PLACES

Rossdale should be known for its positive characterful Places such as parks, plazas, vantage points, gateways, and stairways. They are to grace the daily life of the community so that it takes on a certain quality of civic life - a quality which may bind it together through its generation of immediate community pride. It is assumed that the streetscape improvements are fundamental and essential just to make the streets and neighbourhood livable. The extra step of making the neighbourhood a truly special place (that will also inspire private development) is achieved by creating these special places.

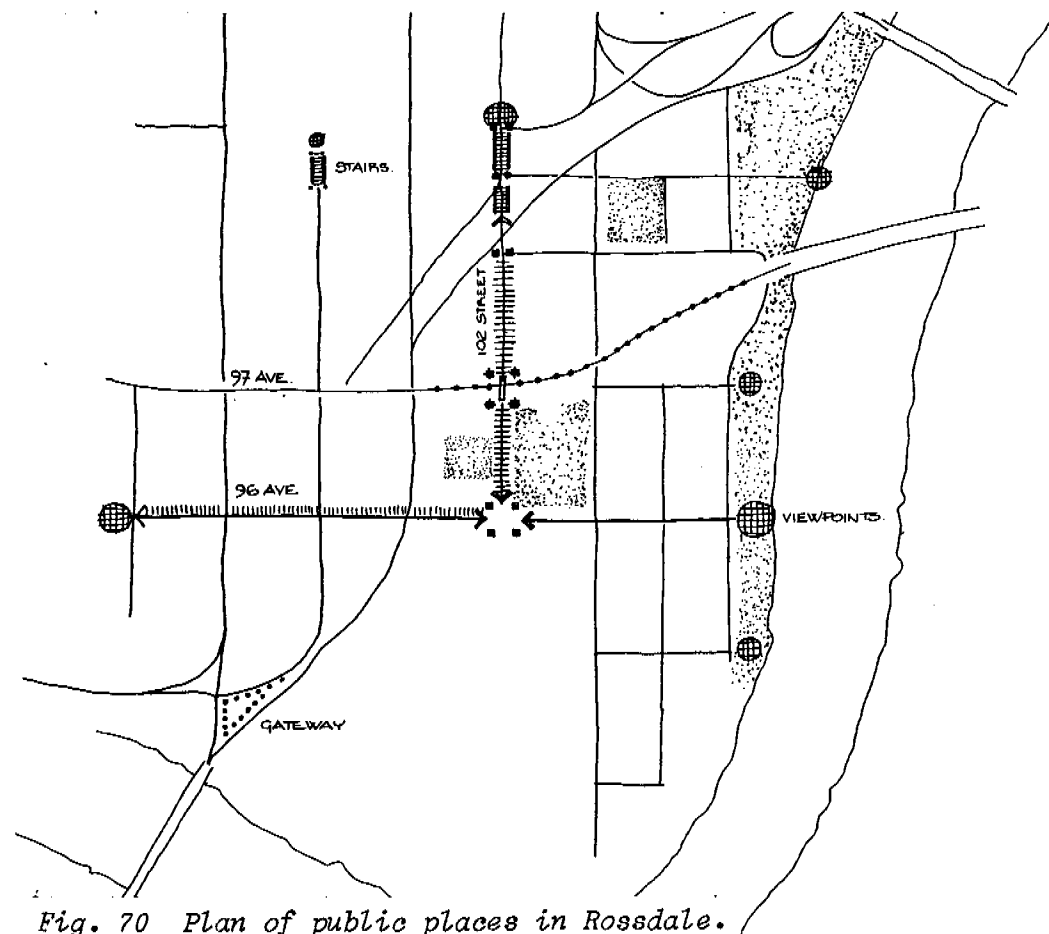


Fig. 70 Plan of public places in Rossdale.



Fig. 71 Proposed 97 Avenue in West Rosedale.



Fig. 72 An early gateway on Jasper Avenue.

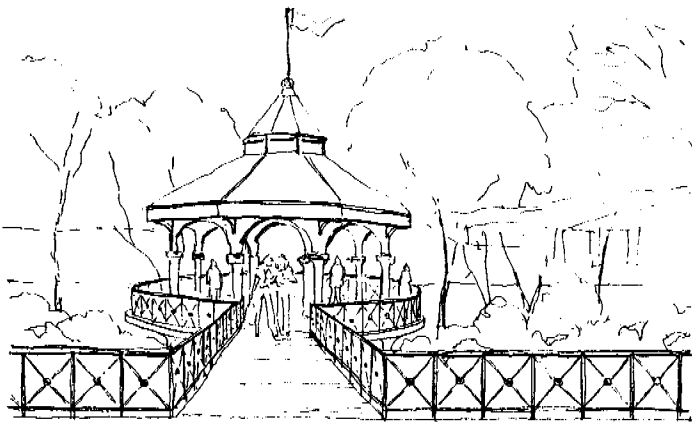


Fig. 73 Brewery Park street termination and look-out.

Together and individually these special places are to offer a strong identity and, therefore, context for the community at a more pedestrian scale. It is this context that is to speak more accurately about the nature of the revitalized Rosedale than its present image of roadways, traffic, and valley park. Initially, they are clues for the public and private proponents about the nature of the community and developments expected. Subsequently, they are essential components of the public network that are to remain memorable public places.

Each Place should be one where we can meet our neighbours through chance encounters and so must be of continuous attraction, delight, and amenity. They should offer places to sit for those out for a stroll, shelter from the rain and wind, a drinking fountain for cyclists and joggers (especially on hot, sunny days), a bike stand, and they should be warm colourful and dramatically lit year round. Additionally, they are to be open to view and easily accessible.

Gateways

Gateways are positioned at the approach to Rosedale from the Walterdale and James MacDonald Bridges to serve as introductions to the community and, to a lesser degree, Downtown. Edmonton has a long history of such elements although usually of a temporary nature such as the archway on Jasper Avenue shown in Figure 72.

At both sites elements should be located close to the edge of the road for an overall sense of enclosure that is a clue to both the entry and the more compact nature of Rosedale.

Plazas and Reference Points

At each end of the two main streets public reference points or plazas are to be developed to offer a visual termination and pedestrian amenity. The experience of each street is then concluded by one of a pair of special places. Their terminating position also coincides with the two conditions for vantage points or look-outs, the river edge and the valley slope. The meshing of the two conditions then emphasizes the position of the community in the valley.



Fig. 74 Viewpoint at the top of 102 Street.

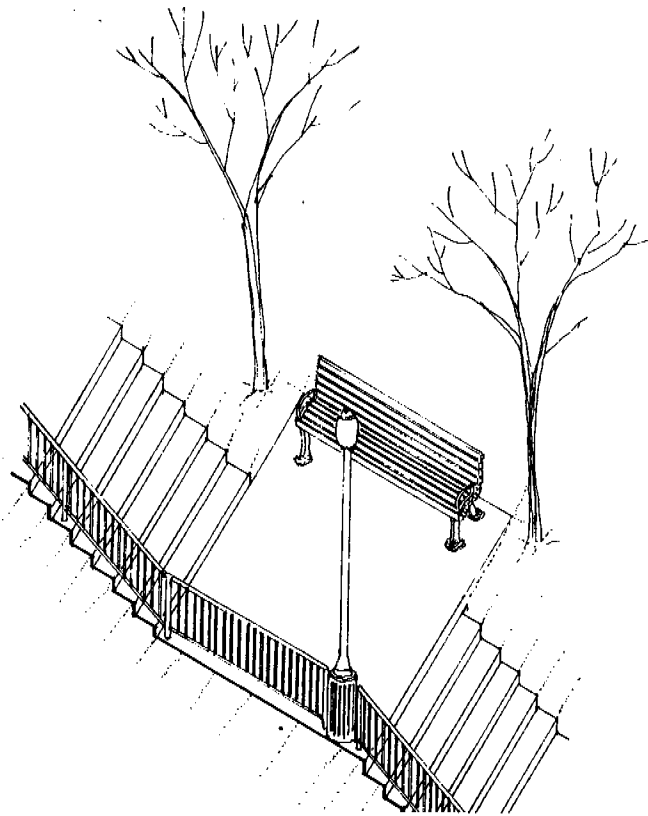


Fig. 75 Stairway with a landing for seating.

Viewpoints

Three points along the river in South Rosedale at the street ends, especially 96 Avenue, and one point in the Brewery Park offer potential to increase access to the water's edge or at least its immediate views. The river and the steeply rising south bank would be a powerful presence.

Dramatic views of the valley and the community are available from the top of 96 Avenue and at the top of the 102 Street stairs. Each should be developed as a pedestrian scaled entrance and look-out. A second reference and look-out on the 102 Street stairs is proposed in an alignment with the north edge of Diamond Park. It forms a strong visual link between the slope and the river and housing and park, not unlike the 96 Avenue terminations.

Stairways

The 102 Street alignment is the primary alignment of the promenade connecting all of Rosedale. A grand stairway is proposed in the same alignment continuing up to Downtown via Bellamy Hill. A second stairway up 104 Street to McKay Avenue Neighbourhood is also to be redeveloped more grandly. Both are to be pedestrian streets with 1) large terraces to break up the stair run, 2) pedestrian scale lighting and ornamental planting, and 3) immediate street related residential frontage. On Bellamy Hill the sidewalk should be replaced and expanded generously with a buffer of tree planting and pedestrian lighting between it and the road. The 104 Street stairs are to terminate at the Fourth Street Plaza, which is to be developed as part of the Heritage Trail.



Fig. 76 Examples of public stairs.





Main Street Marker

The three way intersection of the Main Streets is a key point for orientation and should have a strong vertical land mark character to be seen way down either street. In its detail, presence and amenity it should be a Place that easily comes to mind when thinking of where to meet a friend.

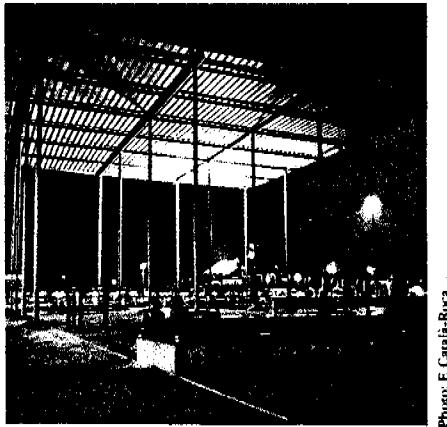


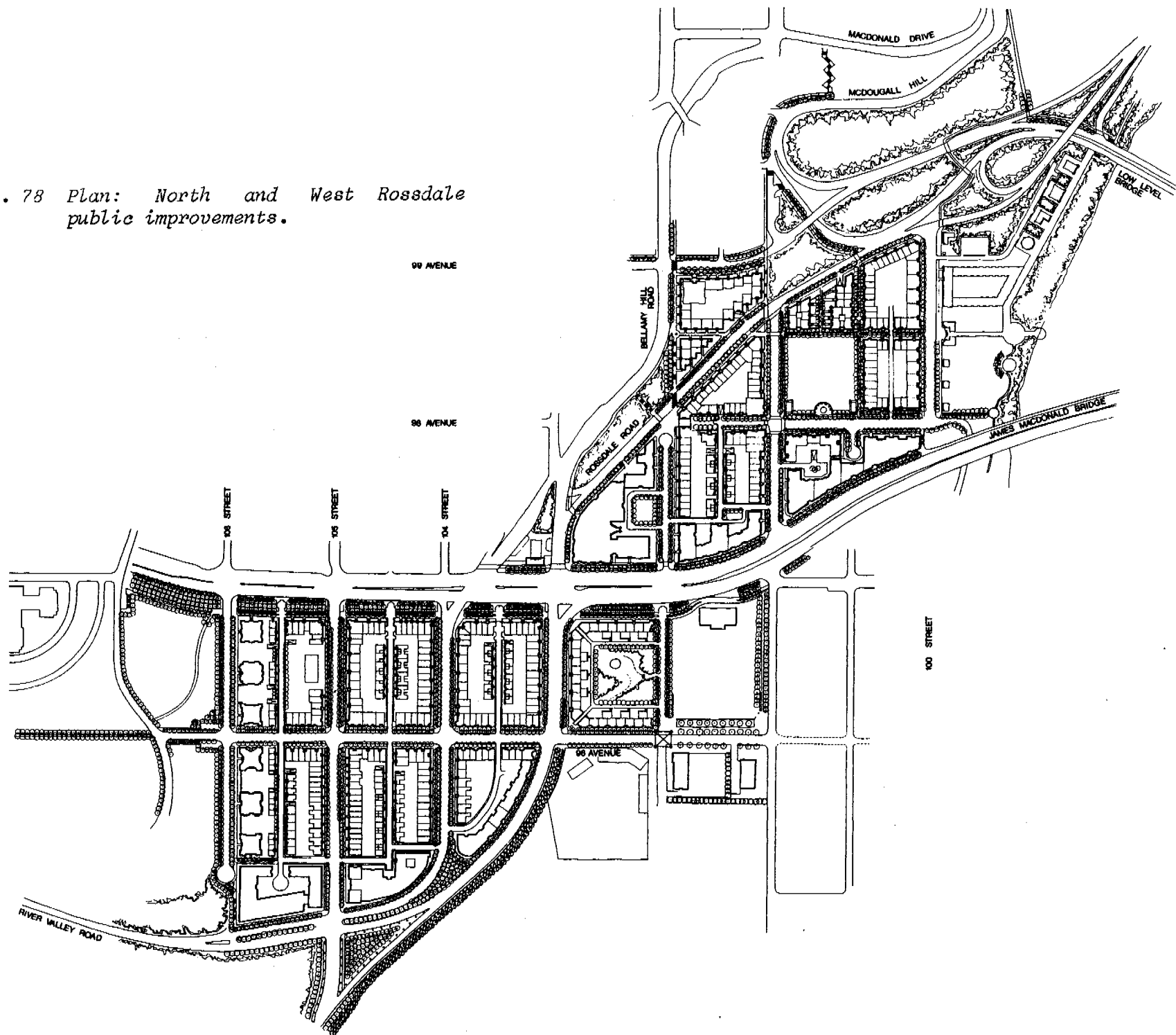
Photo: E. Casali-Rice

Fig. 77 Precedents for Main Street Marker.

B.2.5 SUMMARY

The following plan drawings illustrate the extent and continuity of public improvements throughout North and West Rosssdale.

Fig. 78 Plan: North and West Rosedale public improvements.



B.3.1 INTRODUCTION TO THE GUIDELINES

The goal of the guidelines is to contribute to the creation of a community with a strong public network and thus a SENSE OF PLACE. The guidelines must ensure that an immense variety of private developments is possible, incrementally and positively adding to and addressing this network.

The Built Form Urban Design Guidelines are to form part of the terms of reference for redevelopment in Rosedale to be used in conjunction with the Area Redevelopment Plan Guidelines (Section 5) and the Statutory Plan Overlay (#8139) to the Land use ByLaw which are the regulatory bases for new development. The Guidelines are an essential component of the redevelopment process. They provide the background for and an understanding of the mature neighbourhood that is envisioned and how any single project is to contribute to the making of a PLACE that, in its entirety, is greater than the sum of the individual parts. In consequence, the Guidelines are an important instrument for both the City and other participants to evaluate private development proposals as they come forward.

This section presents the Guidelines for the built form of housing throughout the community, retail shops along 96 Avenue, the Brewery Park, buffer office development along Rosedale Road and 97 Avenue, and the 106 Street villas adjacent to the Legislature Park.

B.3.2 THE GUIDELINES FOR MEDIUM DENSITY HOUSING

The concept of redeveloping North and West Rosssdale is for the medium density housing to be integrated with the low density by incorporating the fundamental qualities found in South Rosssdale, qualities which have helped make it a satisfying place to live. These are the qualities essential to appropriate housing:

*1. IDENTITY

- "Street address" - a clearly identifiable door on the street.
- Individual entrances.
- Opportunities for personal expression by the occupants.

2. TERRITORIALITY

- Clearly defined front yards and private outdoor space for each dwelling.
- Distinction between public and private open space.

3. CAR CONVENIENCE

- Direct access from car to dwelling.

4. RELATION TO GRADE

- Direct access to grade.
- Audial and visual connection to children's play areas both private and group play.

5. ORIENTATION

- Dual aspect (through ventilation).
- Adequate sun orientation (both aspects on an east-west axis or one with south exposure).

6. ACOUSTIC PRIVACY

- High standard of privacy between units.

* from "Alternatives to High Rise", Barton Myers, 1979.

Neighbourhoods are created where housing is desirable, tenure is stable and people have some control over their environment. This power must be reflected in the dwelling unit, its identity, flexibility and the manner in which it relates to the neighbourhood. The house unit must be capable of individualization.

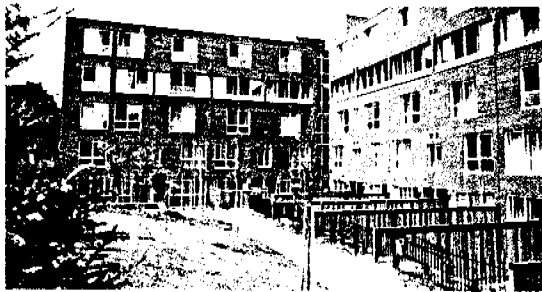
The General Guidelines are to direct the form of housing through a series of broad categories including:

- * BUILDING FRONTS AND BACKS
- * ACCESS TO UNITS
- * BUILDING CORNERS
- * OPEN SPACES
- * BUILDING ROOFS
- * BUILDING COLOUR
- * VIEWS
- * PARKING AND SERVICE ACCESS
- * APPROPRIATE HOUSING BUILT FORM

Each category presents one or more building design guidelines with illustrations and discussions to explain the intent.



Fig. 79 Front of housing (above) is clearly differentiated from the rear (below).



BUILDING FRONTS AND BACKS

GUIDELINE

ALL STREETS ARE TO BE CONTINUOUSLY ADDRESSED BY THE FRONTS OF HOUSING

DISCUSSION

The design of housing should clearly display the principles of public and private orientation. There is to be a continuity of front entrances along the street, the public face of the building. Private yards are to be oriented away from the street, shrouded from the public 'eye'.

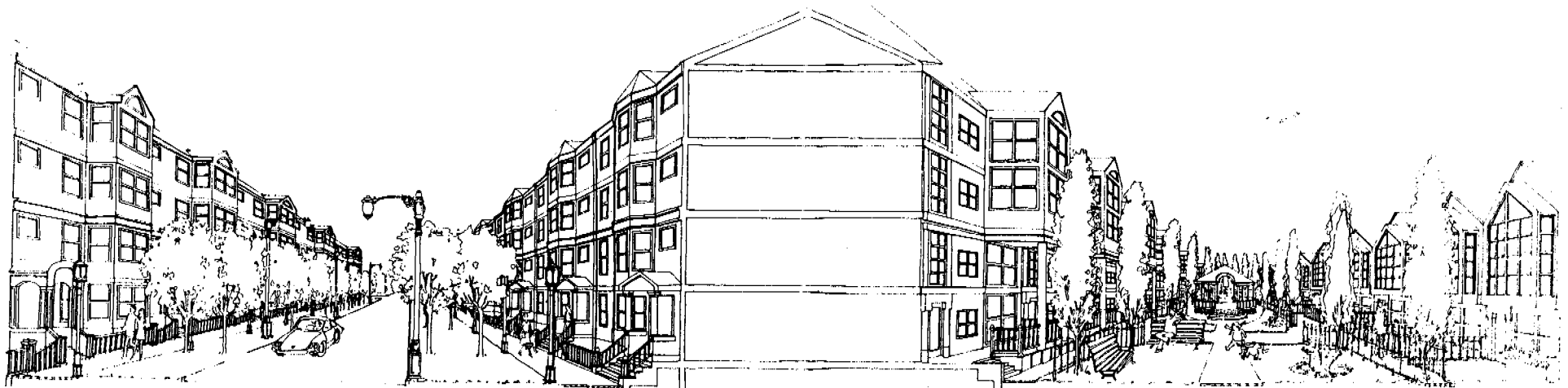


Fig. 80 Public entrances front the street while private yards are oriented toward the rear.



All streets are to be protected and welcome places for pedestrians. Where there is a clear indication of resident occupancy along the streets, as reflected in the design of housing fronts, the pedestrians environment is engaging and secure. Features which contribute to a sense of occupancy include clearly identifiable front entrances complete with protective canopies or enclosures, generous steps and handrails, open porches, and bright entrance lighting.

Other gestures of occupancy include generous fenestration, bay windows, solariums and balconies. These features contribute to the surveillance of the street by the residents, offering security for pedestrians.



Fig. 81 These examples illustrate a sense of occupancy.



Fig. 82 Predominant stairs suit a busy street.

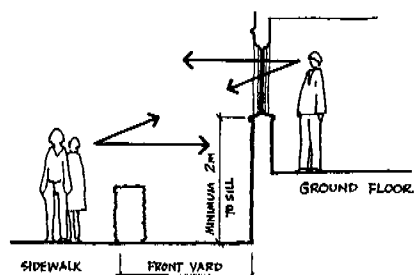


Fig. 83 Minimum grade separation for privacy.

GUIDELINE

BUILDINGS WHICH FRONT BUSY STREETS ARE TO REFLECT THE STREET CHARACTER DIFFERENTLY THAN THOSE WHICH FRONT INTIMATE, QUIET STREETS.

DISCUSSION

Housing is to be protective of the inhabitant when it fronts a busy vehicular or pedestrian street. The inhabitant is to be protected from the noise and disruption of the traffic. A high level of visual privacy is required along the street when there are many pedestrians passing by the ground floor windows. At the same time the view of the street should be clear from one's house.

HIGH ROOF DECKS CAN BE PROTECTED FROM THE STREET NOISE BY SOLID PARAPETS.

CORRIDORS AT UPPER LEVELS LOCATED ALONG THE STREET SIDE TO BUFFER NOISE.

ROOMS WHICH ARE NOT AFFECTED BY THE NOISE FACE THE BUSY STREET.

GROUND FLOOR IS RAISED SUFFICIENTLY ABOVE GRADE TO ENSURE REASONABLE PRIVACY.

BALCONIES AND OPEN DECKS ORIENT TOWARD THE QUIET BLOCK INTERIOR.

ROOMS REQUIRING QUIET AND PRIVACY ORIENT AWAY FROM THE STREET.

REAR YARDS ARE FOR PRIVATE OUTDOOR SPACE.

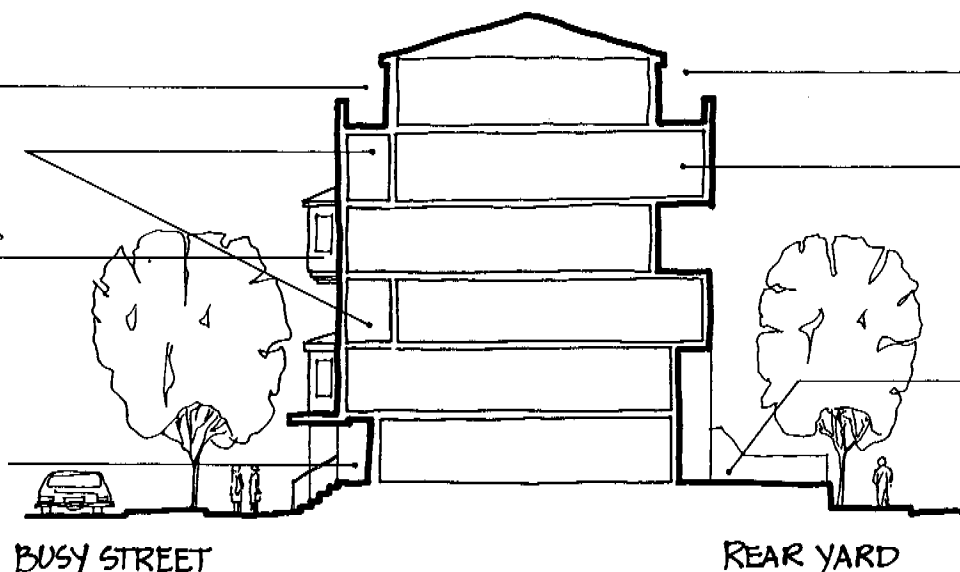


Fig. 84 Design issues which pertain to housing fronting a busy street.



When housing fronts an intimate quiet street or open space, the need for protection is diminished.

Fig. 85 Housing which fronts a quiet mews.

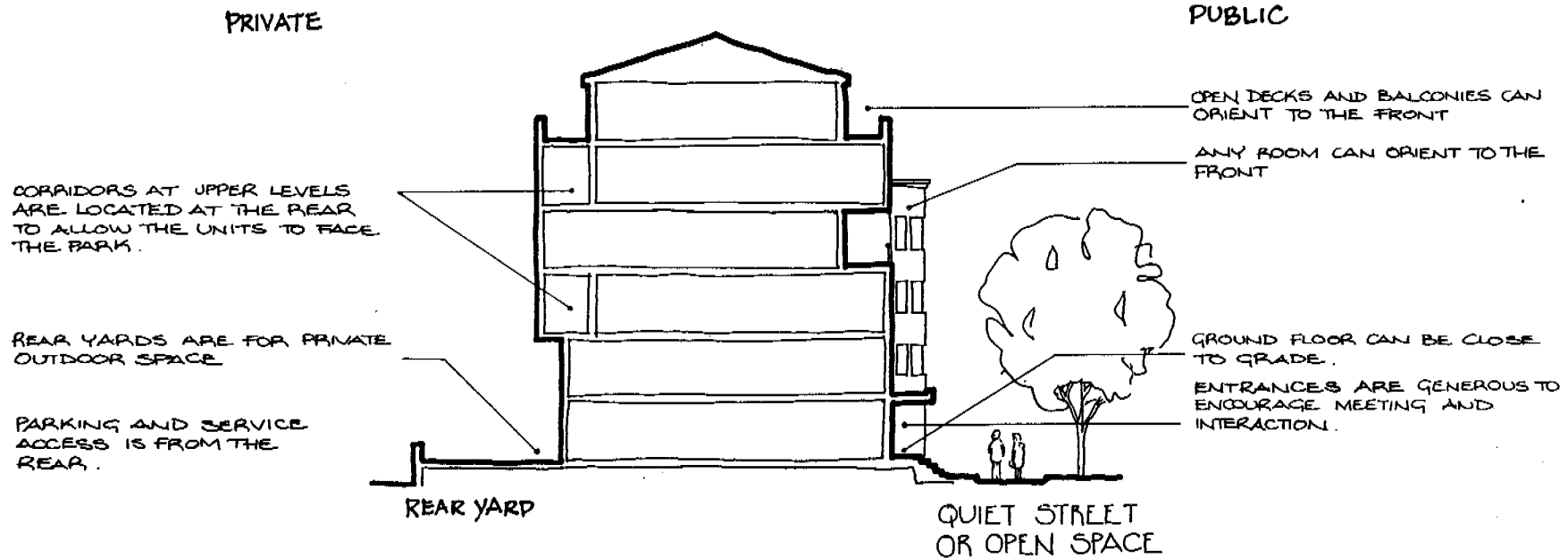


Fig. 86 Design issues which pertain to housing fronting a quiet street or open space such as Diamond Park.



Fig. 87 An example of a strong street edge.

GUIDELINE

THERE IS TO BE CONTINUITY OF STREET WALL THROUGHOUT THE COMMUNITY.

DISCUSSION

A strong street edge gives containment and definition to the public realm of streets and defines the limits of private development. Street edges are created by both buildings and continuous walls or screens between the buildings which separate private open space of yards and gardens from the street.

A continuity of building wall is beneficial to the street and the pedestrian by enhancing the desired sense of occupancy and providing some environmental protection. A continuous perimeter of buildings shelters the inner block from street noise which creates a counterpoint of quiet backs away from the street.



Fig. 88 The continuity of buildings gives protection to this downtown Toronto street.

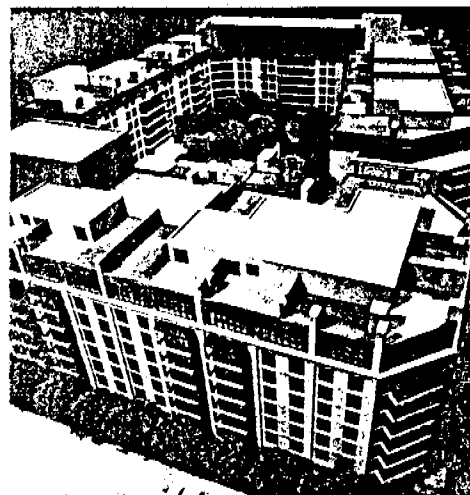


Fig. 89 This example, Market Square in Toronto, shields a quiet interior courtyard from busy downtown streets.

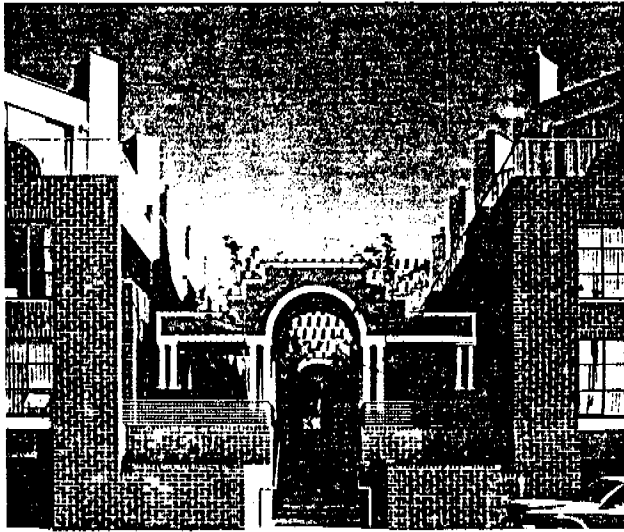


Fig. 90 A courtyard in Vancouver which is contained by a colonnaded gateway.

Large private or semi-public open spaces between buildings should be contained by a continuous wall or screen near the building edge which will define the degree of public accessibility by its design. It can be open to view with an access portal or it can be less accessible depending upon the desired degree of privacy.

Small private walkways and alleys should be entered from the street through a well-defined gate or portal.



Fig. 91 An example of a gate for pedestrians.

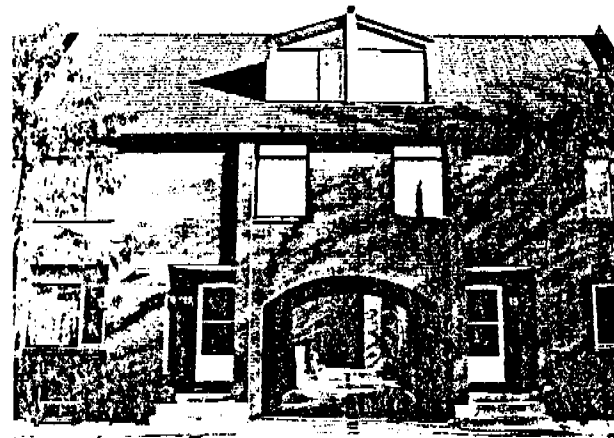


Fig. 92 A portal for vehicular entrance allows the building wall to be continuous along the street.

ACCESS TO UNITS

GUIDELINE

HOUSING UNITS AT THE LOWER LEVELS OF A BUILDING ARE TO BE ACCESSED DIRECTLY FROM THE STREET.

DISCUSSION

Housing units at ground floor and second storey are to be accessed directly from entrances along the street. This is to ensure that the front of the building remains public at ground level.

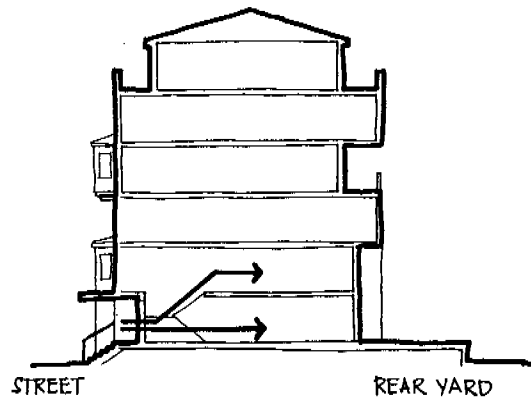


Fig. 93 Units at ground and second storeys are accessed directly from the street.

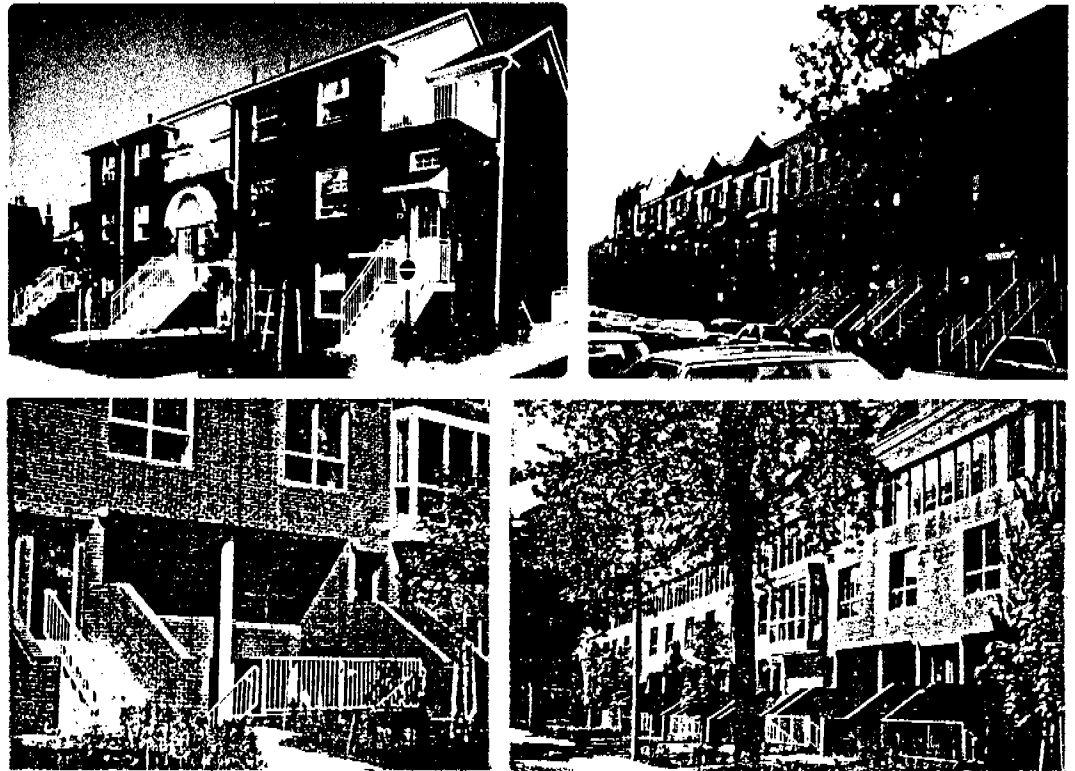
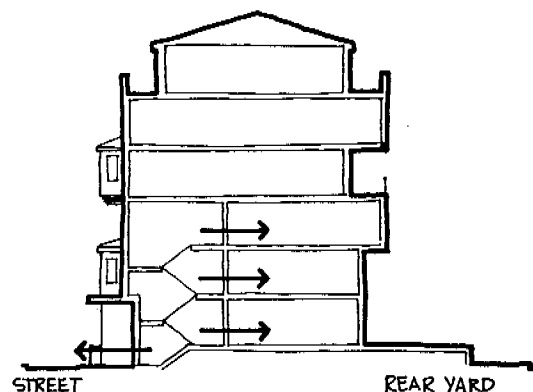


Fig. 94 Examples of medium density projects with appropriate access.



Access to units at ground, second and third storeys from stairwells which lead directly to the street, is also appropriate. This type is known as "through apartments" and supports the principles of entrance continuity and differentiated articulation (public rooms such as livingrooms orient to the street and private rooms such as bedrooms orient to the quiet rear).



Fig. 95 An Edmonton example of 'through apartments' on 83 Avenue.

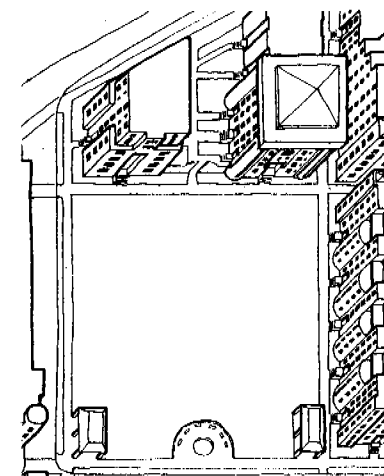


Fig. 96 Apartment house precedents in Berlin and the location for this type north of Diamond Park.

This building type should have a proportionally more prominent entrance than the continuous building type because the entrance serves more households and the need for a collective public presence is greater given that this is the only significant public gesture of the building.

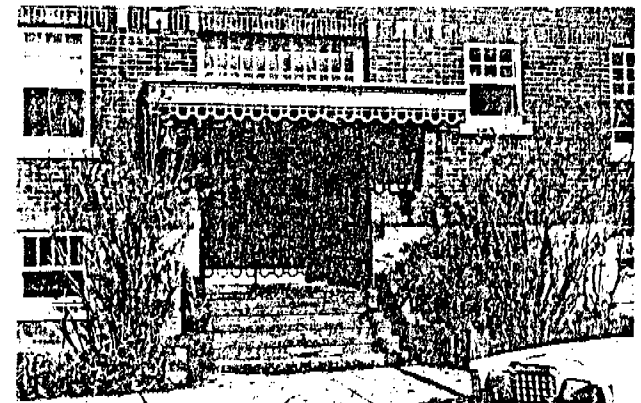


Fig. 97 These examples illustrate appropriate public entrances.

GUIDELINE

THE DESIGN OF RESIDENTIAL BUILDINGS TALLER THAN THREE FLOORS SHOULD REFLECT THE PRINCIPLES OF PUBLIC AND PRIVATE ORIENTATION.

DISCUSSION

Housing units above the second or third storey of a building are normally accessed by an elevator-served corridor.

In double loaded corridor apartment buildings the corridor is centrally located on a typical floor. Dwellings must orient either to the front or the back of the building. There is no accommodation for differentiated orientation to suit the different purposes of rooms. In addition, it is not uncommon that one orientation is clearly preferred which leaves half the units disadvantaged.

When the corridor is located along one side, all units can take advantage of the preferred orientation.

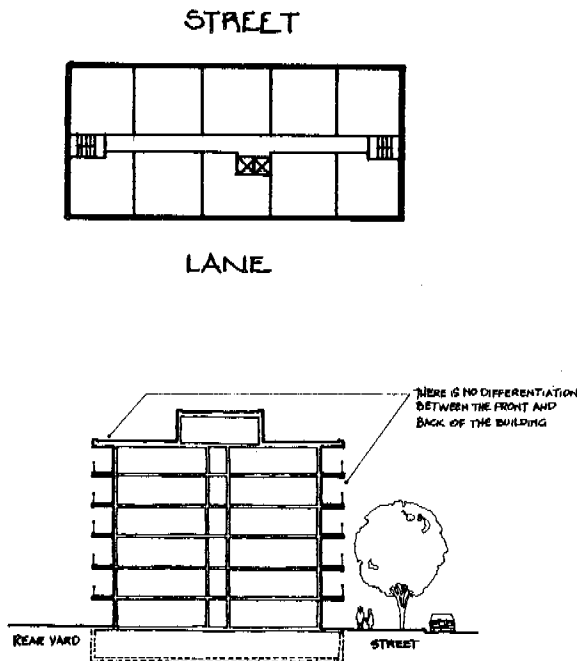


Fig. 98 Layout of a typical double-loaded corridor apartment.

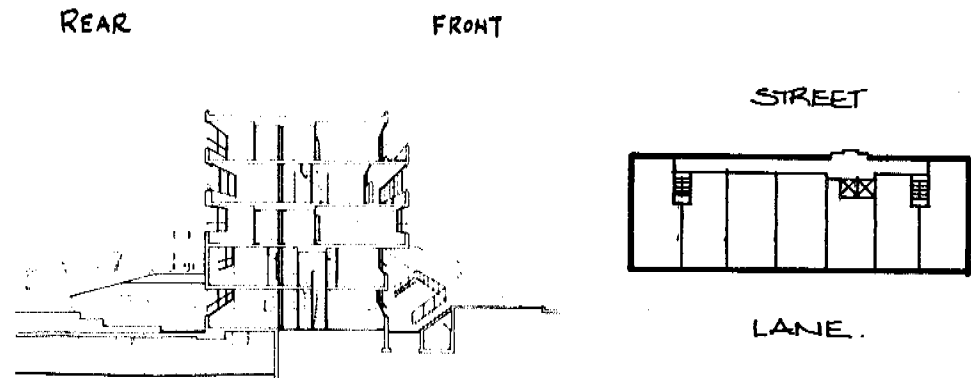


Fig. 99 Layout of a single-loaded apartment with stacked row housing at lower levels. This example is the Hydro Block in Toronto.



GUIDELINE

DWELLINGS IN THE BASEMENTS OF BUILDINGS ARE TO BE DISCOURAGED.

DISCUSSION

Basement dwellings are generally not a good unit type because there can be little provision for privacy along the street.

Basement units are only acceptable along quiet streets where vehicular traffic is minimal and where there is not heavy pedestrian traffic. The units should be accessed from entrances, at the lower level, along the street.



Fig.100 These examples of basement units display little potential for privacy.



Fig.101 Deciduous bushes provide summer-only privacy.



Fig.102 These basement units, in downtown Toronto, face quiet streets.



Fig.103 This large setback from the sidewalk serves little purpose.



Fig.104 Successful examples of intimate frontyards.

BUILDING SETBACKS

GUIDELINE

BUILDING SETBACKS FROM THE STREET ARE TO BE MINIMAL. BUILDING SETBACKS AT SIDE PROPERTY LINES ARE NOT REQUIRED.

DISCUSSION

Large front yard setbacks in medium density areas often represent a waste of developable land, are often poorly landscaped and maintained, and serve little purpose for either the resident or the pedestrian.

Small or shallow setbacks allow more of the site depth to be developed creating greater flexibility of building layout. Useable open space is to be located at the rear of the building for the private use of the residents.

Buildings that are closer to the street offer greater privacy for the majority of the inhabitants. The angle of view from the sidewalk is increased making it more difficult to see in.

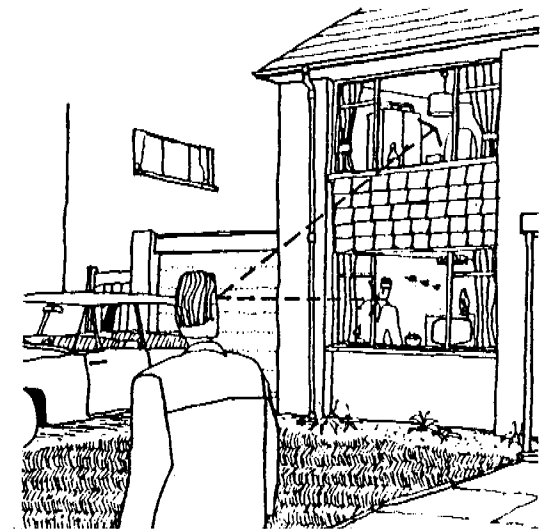


Fig.105 This diagram illustrates the loss of privacy through large setbacks which increase the field of vision.



Fig.106 A sideyard which is wasted open space.

When residential buildings are built continuously along the street, the street edge is enhanced and quiet block interiors are created. There is no side yard requirement thus eliminating wasted and unuseable open space, and contributing to the availability of more developable land.

OPEN SPACES

GUIDELINE

OPEN SPACES WITHIN THE SITE AND AROUND THE BUILDING SHOULD BE ATTRACTIVE FOR USE BY THE SITE'S RESIDENTS.

DISCUSSION

This guideline is primarily concerned with open space which relates to and is affected by the public realm of streets, sidewalks and parks. Relevant categories of open space include front yards and open space between buildings.

Front yards, as open space, play a special role on the street. They represent the private gesture to the public domain offering the opportunity for a display of landscaping, whether soft planting or hard surfaced, extravagant or simple. This display is a reflection of the occupant(s) and a statement as to how they wish to be recognized by the public.

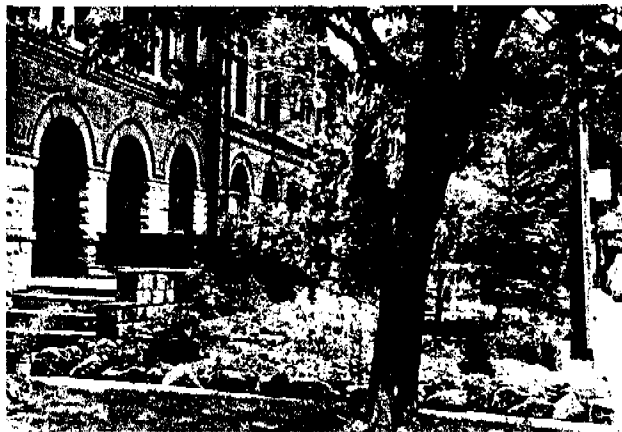


Fig.107 An example of an intensely planted front yard.



Fig.108 Examples of thoughtfully treated small yards. One is paved, the other is a garden.



Fig.111 The private outdoor space of this Edmonton project is located on the roof, where it will not conflict with the public spaces.

When there is no attempt to express the character of the occupants, through thoughtful landscaping along the street, the front yards become a barren, non-contributory space in the street.

FRONT YARDS should appear to be purposefully designed and should have the function of establishing occupant propriety along the street.



Fig.109 This front yard has no character.



Fig.110 An example of inappropriate private outdoor space in the front yard.

GUIDELINE

FRONT YARDS ARE NOT TO PROVIDE PRIVATE OUTDOOR AMENITY SPACE FOR DWELLING UNITS.

DISCUSSION

Front yards cannot provide the privacy requirements for individual unit outdoor amenity space. When this space is provided in a front yard, along the street at ground level, there is confusion in the comprehensibility of the street, as well as a serious erosion of the unit's privacy.

Private outdoor amenity space should be provided where it will not conflict with the use of the front yards.

BUILDING CORNERS

GUIDELINE

BUILDINGS AT CORNERS ARE TO ADDRESS BOTH STREETS WITH CONTINUOUS BUILDING FRONTS.

DISCUSSION

Corner sites offer the opportunity to strengthen the character of both streets through the continuity of building fronts to the corner. Strongly articulated corner treatment assists the development of positive and engaging intersections, enriching the urban fabric.

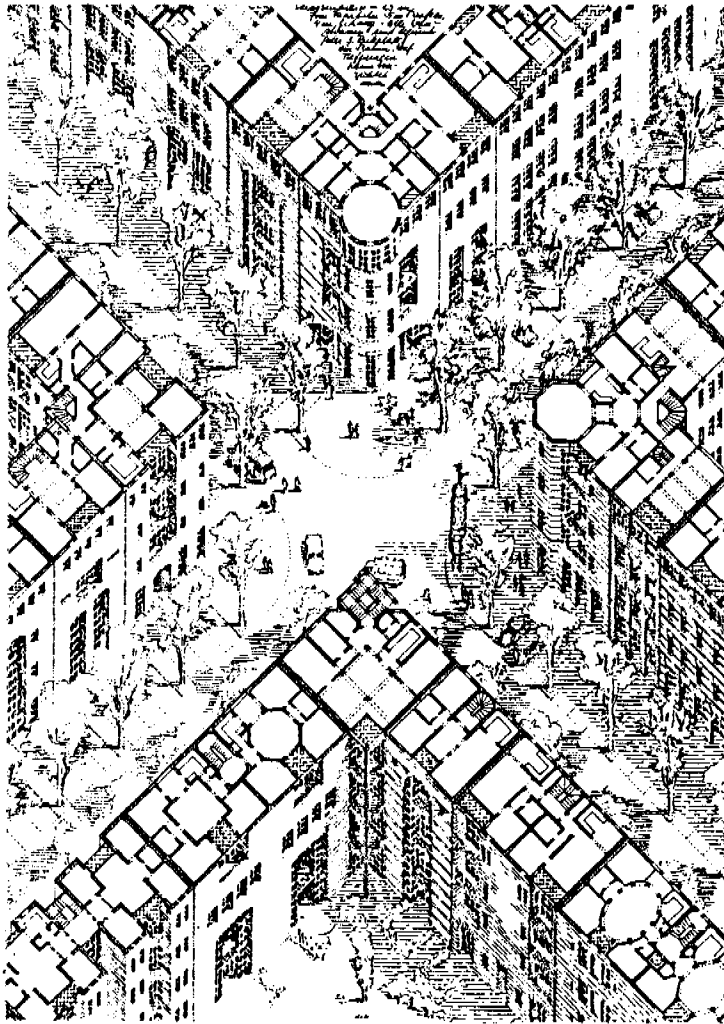


Fig.112 This drawing illustrates how well buildings can wrap around a corner and how well corners can be treated to strengthen the intersection.



Fig.113 Articulated corner treatment contributes to a gateway effect.

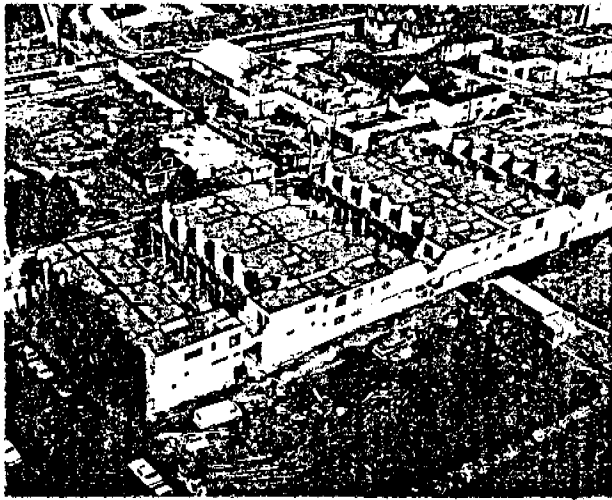


Fig.114 This recent Vancouver project with its extensive flat roofs would not be acceptable in the river valley.

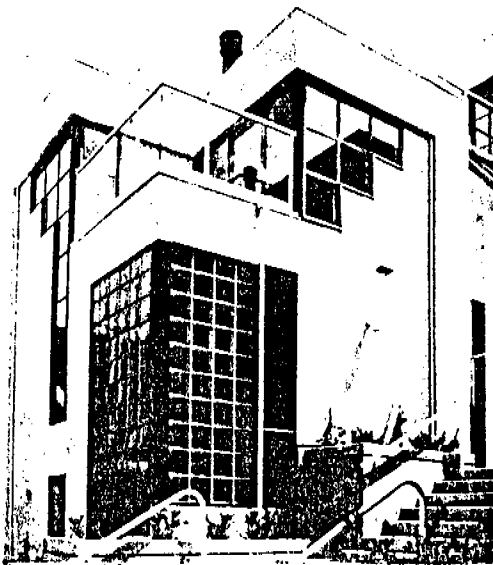


Fig.115 Useable flat roofs.

BUILDING ROOFS

GUIDELINE

BUILDING ROOFS ARE TO BE DESIGNED SO THAT THEY ARE NOT UNSIGHTLY WHEN SEEN IN THE CONTEXT OF THE RIVER VALLEY FROM THE VALLEY EDGE ABOVE.

DISCUSSION

Large expanses of building tops, especially those which are flat, are unsightly when seen from above and do not complement the river valley setting. The extent of flat roof tops should be minimized.

A continuous sense of sloping roofs is compatible with the river valley domestic image, but flat roofs are also appropriate when there is an attempt to make them useful by incorporating decks, terraces and roof-top balconies. As with ground floor units, the roof-top location is unique and special. The units at the top of the building should reflect this special condition.

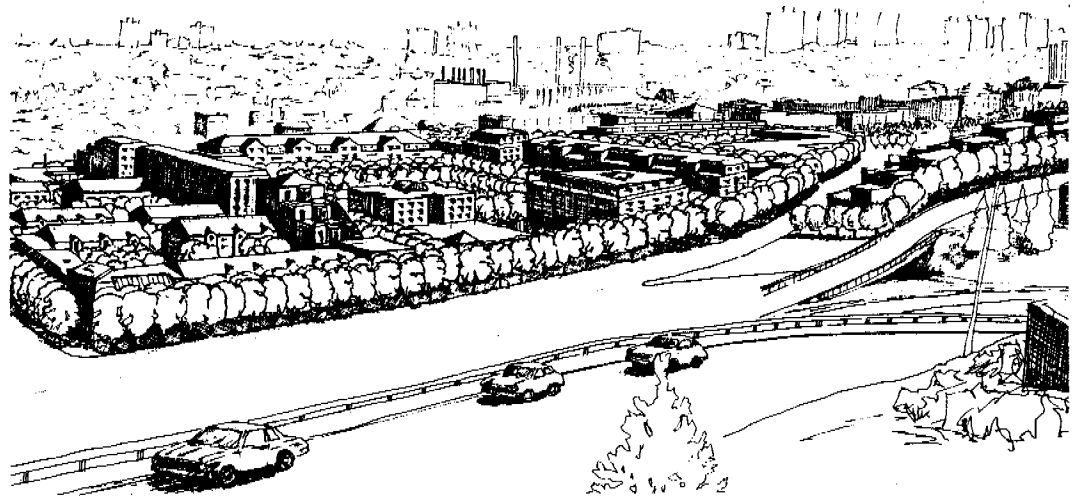


Fig.116 This aerial view of North Rossdale illustrates the importance of roof appearance.



From the ground the appearance of roof edges contribute to the street character. Strong edges such as cornices and overhangs cap the building, completing the rise of the wall and setting the building into the context of the street.

Intermittent openings and roof-top setbacks reduce the scale of the building and allow more light to enter the street, at the same time increasing the view of the sky.

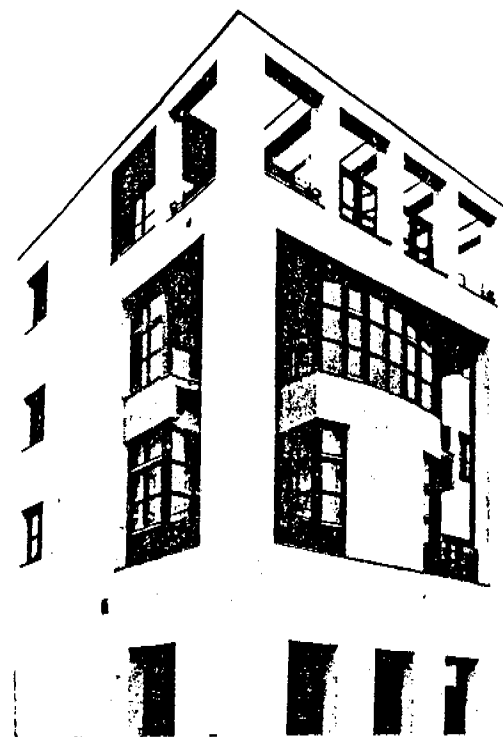
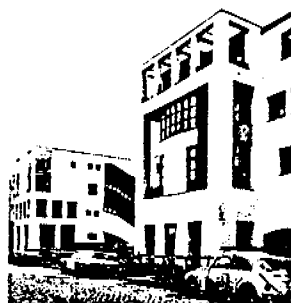


Fig.117 Various examples of appropriate roof articulation with an emphasis on making the top floor special by providing roof terraces and setbacks to reduce the scale.



Dormers and gable roof ends enhance the domesticity of a building.



Fig.118 Examples of dormers and gable roof treatment which help to individualize the units and enhance the sense of residential occupancy along the street.

BUILDING COLOUR

GUIDELINE

EVERY ATTEMPT SHOULD BE MADE TO USE THE COLOUR OF BUILDINGS TO ENHANCE THE URBAN VISUAL ENVIRONMENT.

DISCUSSION

Edmonton winters are long and psychologically severe. There can be snow cover from October to March and with the trees bare of leaves, buildings become the predominant element of the urban topography.

The positive effect of colour on human psychology can be observed, when on clear sunny winter days, moods are uplifted by the intense blue sky and the visual warmth of the low sun.

Rossdale contains examples of colourful buildings which can serve as examples, including the red orange brick of the Ortona Armoury, The Rossdale Brewery, Donald Ross School and the Ross Flats Apartments. Even the bright green paint of the John Ducey facility enlivens the streetscape.

Edmonton, for the most part, does not have many examples of colourful medium or high density residential buildings. There is an opportunity that this community can be a precedent setting example of the use of building colour to enhance living in a winter city. This is especial important given the predominant view the community will occupy from Downtown.

Inspiration for hues and tones, ones which seem appropriate to a northern, prairie city are easily derived from regional sources such as the colours of prairie fields, long summer sunrises and sunsets, autumn grasses, fall leaf colours, or the various kinds of clay bricks that are produced locally, to name a few.

Colour is a beneficial expression of individuality and no attempt should be made to limit the palette.

As the local development industry becomes more assertive and confident in its use of colour, a visual language will emerge that reflects Edmonton's unique geography and culture.

VIEWS

GUIDELINE

HOUSING ON SLOPING SITES IS TO TAKE ADVANTAGE OF DESIRABLE VIEWS BY PROVIDING THE OPPORTUNITY FOR AS MANY DWELLINGS AS POSSIBLE TO BE ORIENTED TOWARD THE VIEWS.

DISCUSSION

A sloping site offers the opportunity to maximize the number of dwellings that share a desirable view, by means of a low rise stepping configuration.

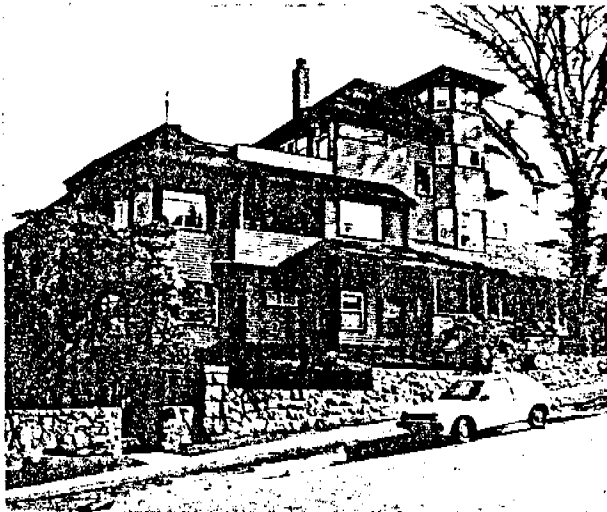
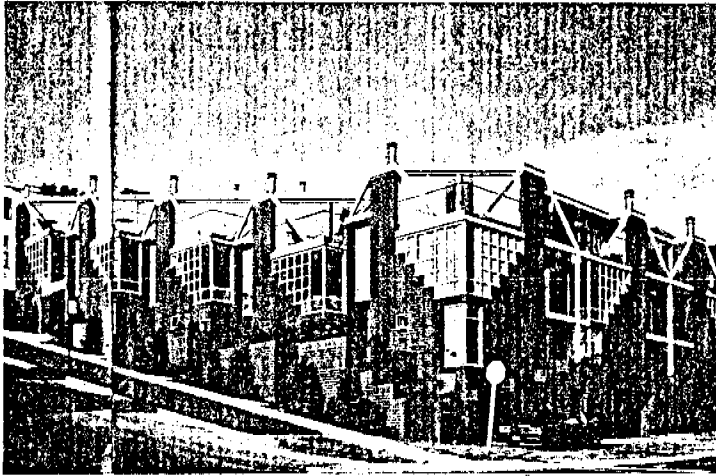


Fig.119 These are appropriate examples of stepped unit configuration.

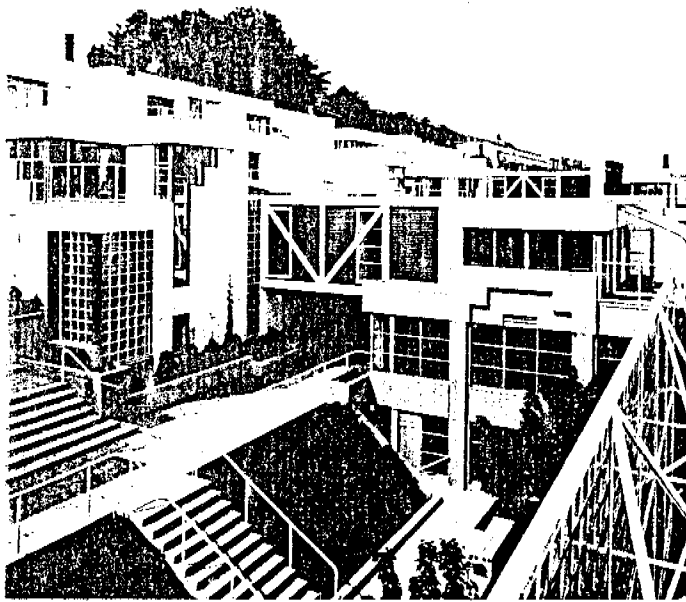


Fig.120 Roofs used as terraces.

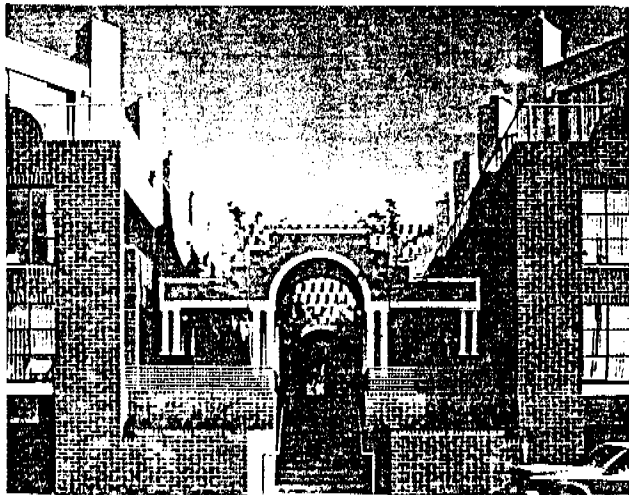


Fig.121 Upper floors orient toward the view.

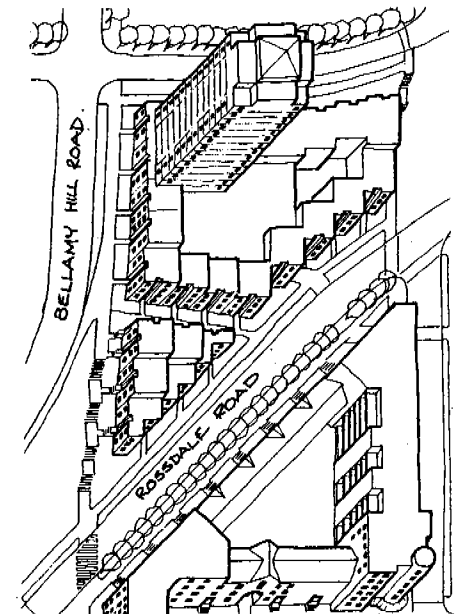
Roof-top decks and terraces should be incorporated into the design of housing where advantage exists for desirable views.

Private roof decks and terraces reduce the need for private outdoor space at ground level. Therefore, building site coverage can be higher than normal for low rise development, increasing the density of a project without increasing the height and thus limiting the view potential.

A combination of highrise and lowrise development on a sloping site can be appropriate, where the highrise development does not detract from the smaller scale housing.



Fig.122 This example of a combination highrise/lowrise solution (St. Michael's Lands in Toronto) is an appropriate precedent for the hillside site in North Rosedale.



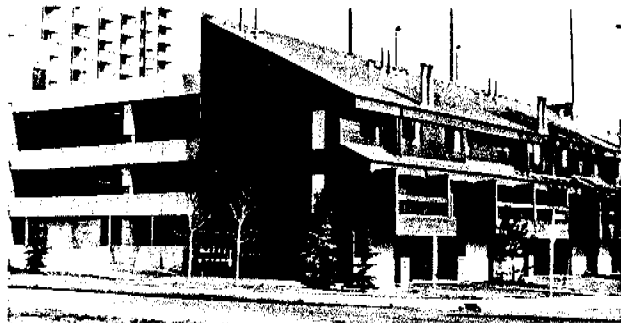


Fig.123 Housing which conceals a parking garage.



Fig.124 Parking inappropriately consumes the entire rear yard.



Fig.125 Garages are incorporated into fronts along a quiet street in Toronto.

PARKING AND SERVICE ACCESS

GUIDELINE

ACCESS TO ONSITE PARKING IS TO BE FROM THE LANES WHEREVER POSSIBLE. CASUAL AND VISITOR PARKING IS TO BE AVAILABLE PRIMARILY ALONG LOCAL STREETS AND ARTERIALS DURING OFF-PEAK HOURS.

DISCUSSION

A consistent and legible pattern of resident and casual parking is required. Access to onsite parking should continue to follow the traditional pattern which is from the lane. This pattern avoids unnecessary curb cuts and pedestrian interruption.

Underground parking is encouraged to be provided wherever possible. Surface parking is limited to 38% of the site to ensure that the opportunity to provide usable open space at the rear of a building will be available for the residents.

Parking structures are to be screened from view. This is especially important on hillside sites where parking structures often dominate the view.

Integrated garages into the fronts of the dwellings along the 'mews' streets is acceptable. These streets are low scale and do not generate a lot of traffic. Disruption to the pedestrian flow would be minimal.

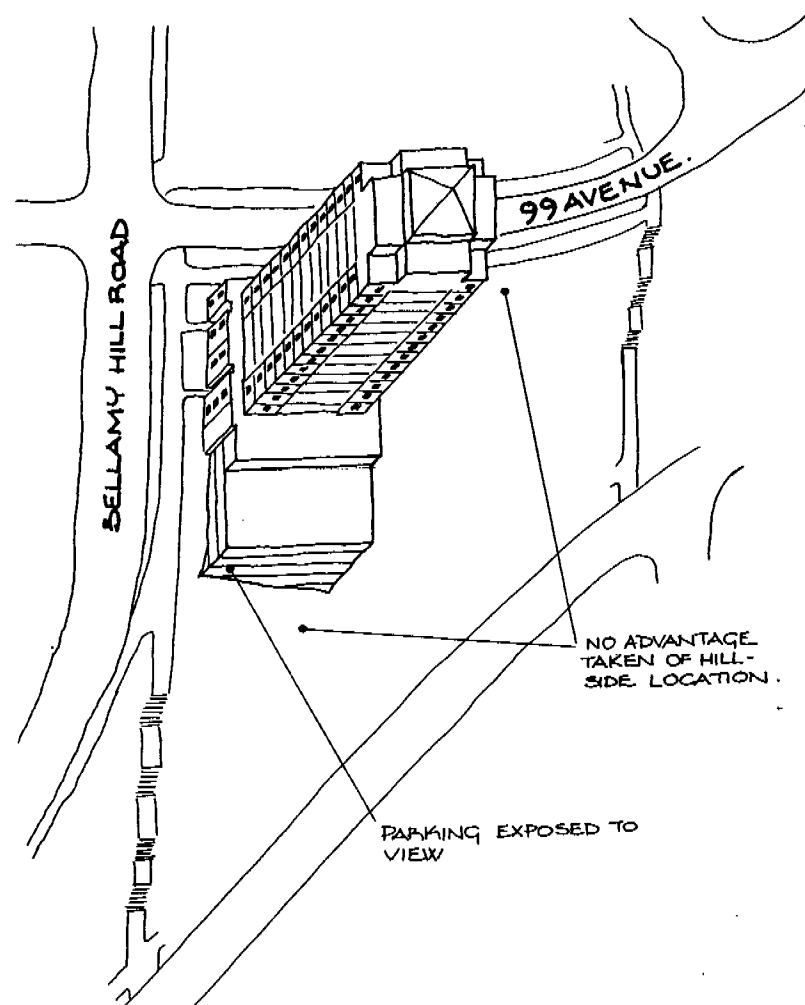
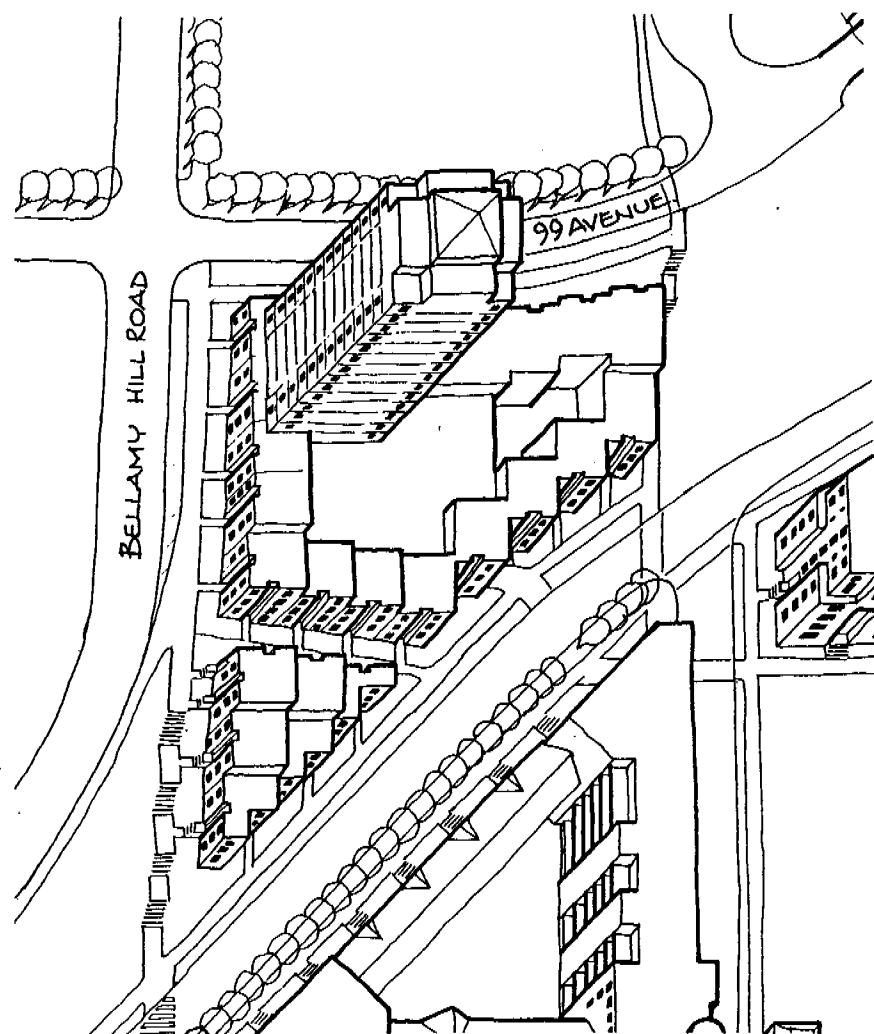


Fig.126 The diagram at left illustrates that the parking garage has been concealed by lowrise housing. The diagram at right illustrates what should **not** occur on the hillside site in North Rosedale.

APPROPRIATE BUILT FORM OF HOUSING

The purpose of this section is to illustrate the guidelines for medium density housing in the context of specific streets and precincts. There are many different conditions for the siting of medium density housing in Rossdale. Each site demands a specific response. The diagrams presented are to illustrate **appropriate** housing built form for each context. The specific areas are:

- * Perimeter Block Housing in West Rossdale
- * Housing Buffer Along 97 Avenue in North Rossdale
- * Housing Along 102 Street in North Rossdale
- * Housing Along Rossdale Road in North Rossdale
- * Housing Fronting Diamond Park
- * Hillside Housing in North Rossdale

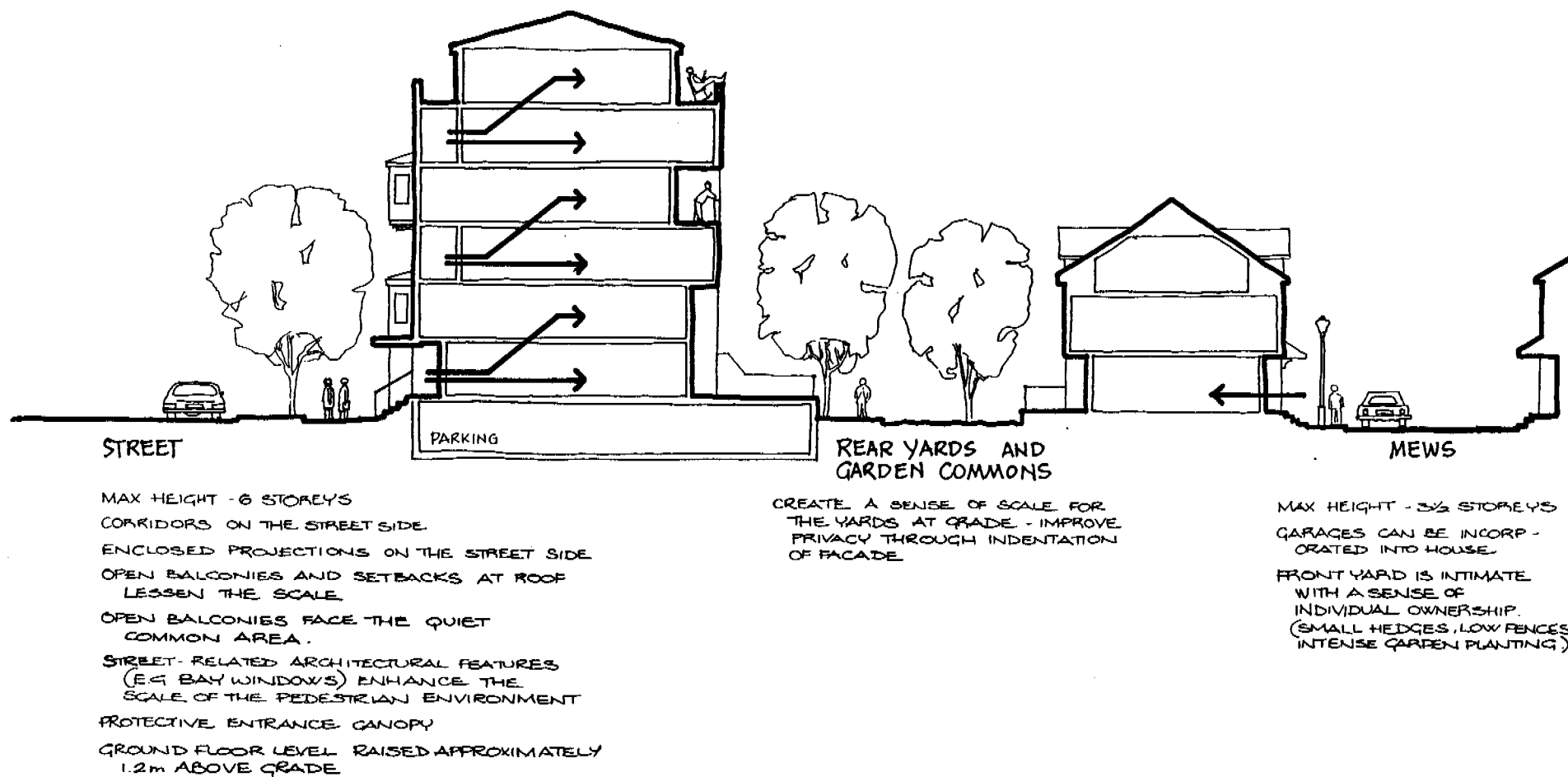


Fig.127 Appropriate built form of perimeter block housing in West Rosedale.;

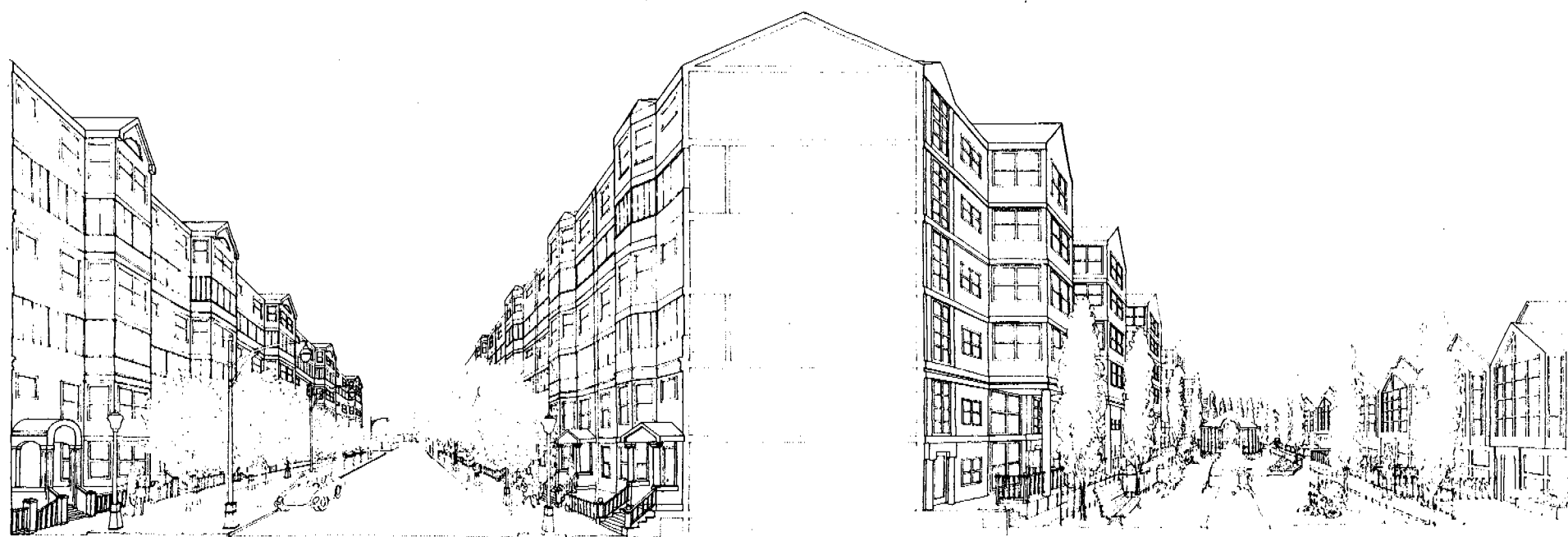
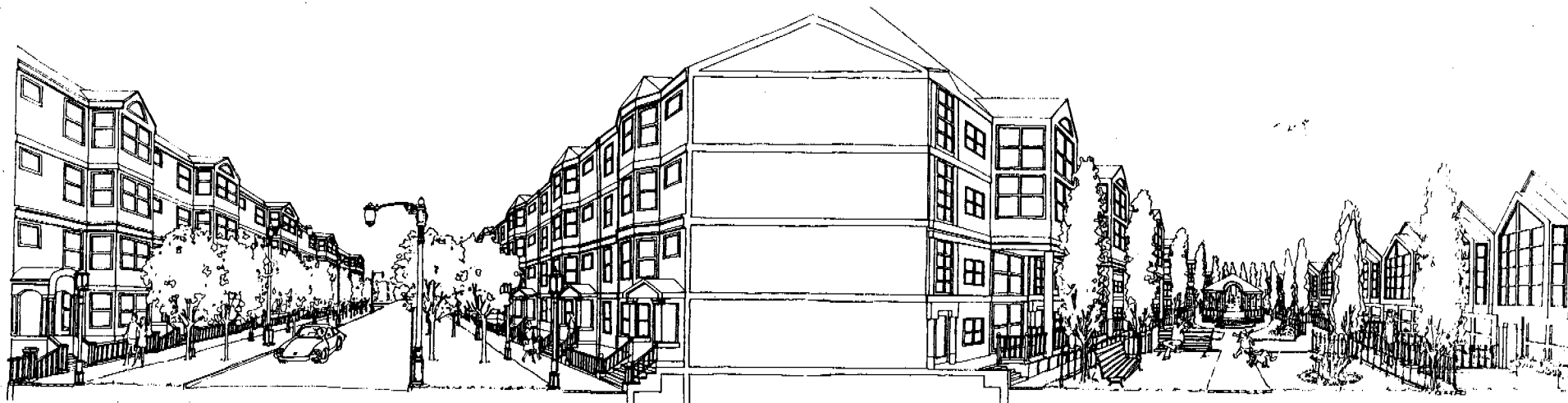


Fig.128 These illustrations depict the envisioned character of the arterial streets of West Rosedale and the proposed 'garden commons' of the inner blocks. The drawing at top illustrates four storey perimeter housing while the bottom illustrates six storeys which is the maximum permitted height.

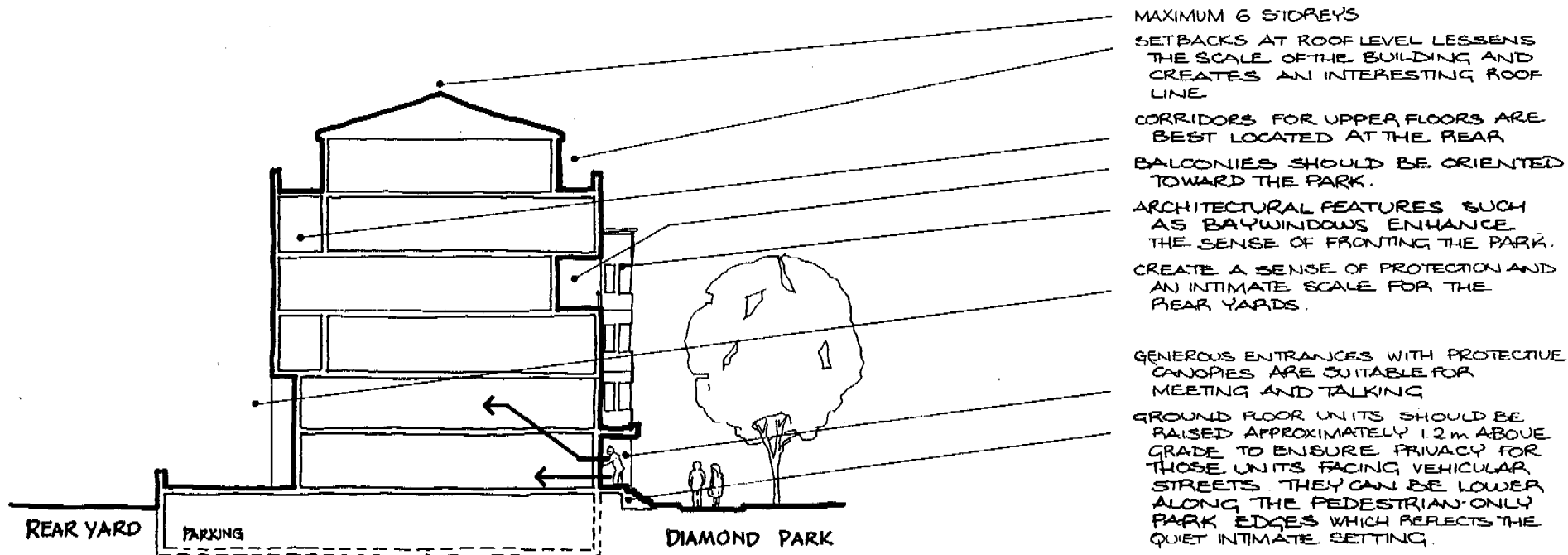


Fig.129 Appropriate built form of housing which fronts Diamond Park.

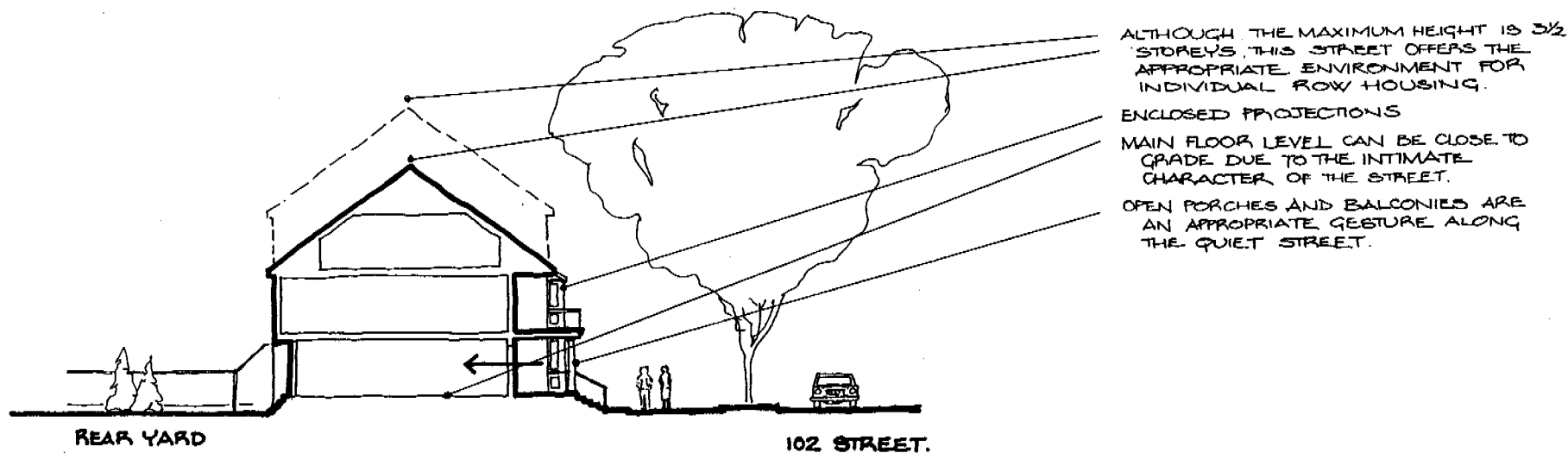


Fig.130 Appropriate built form of housing along 102 Street in North Rosedale.

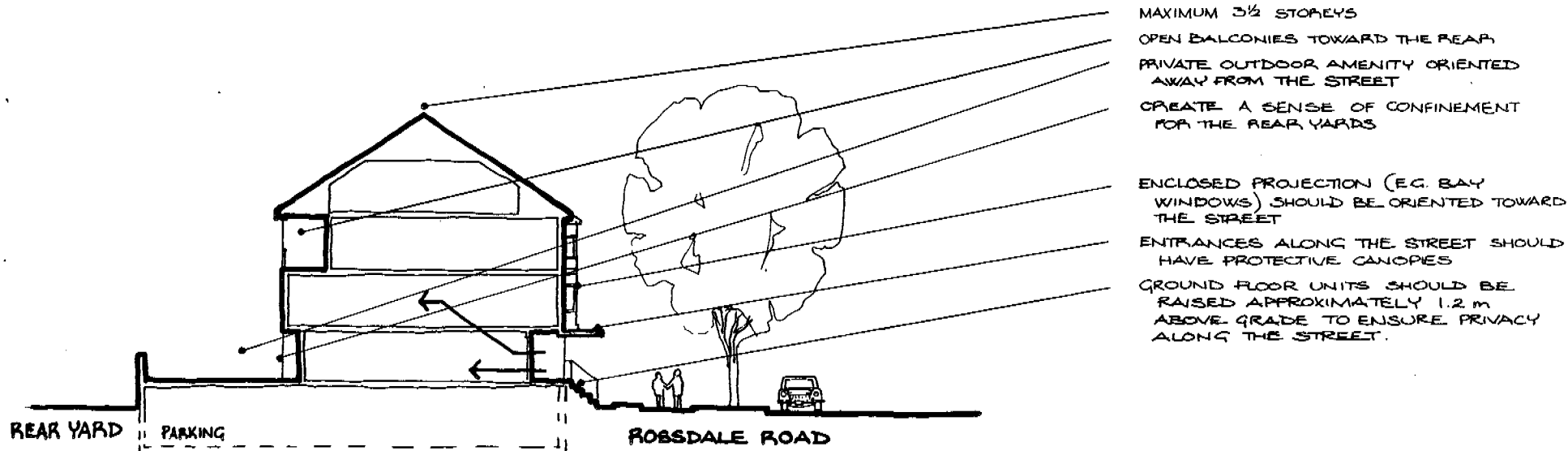


Fig.131 Appropriate built form of housing along Rosedale Road in North Rosedale.

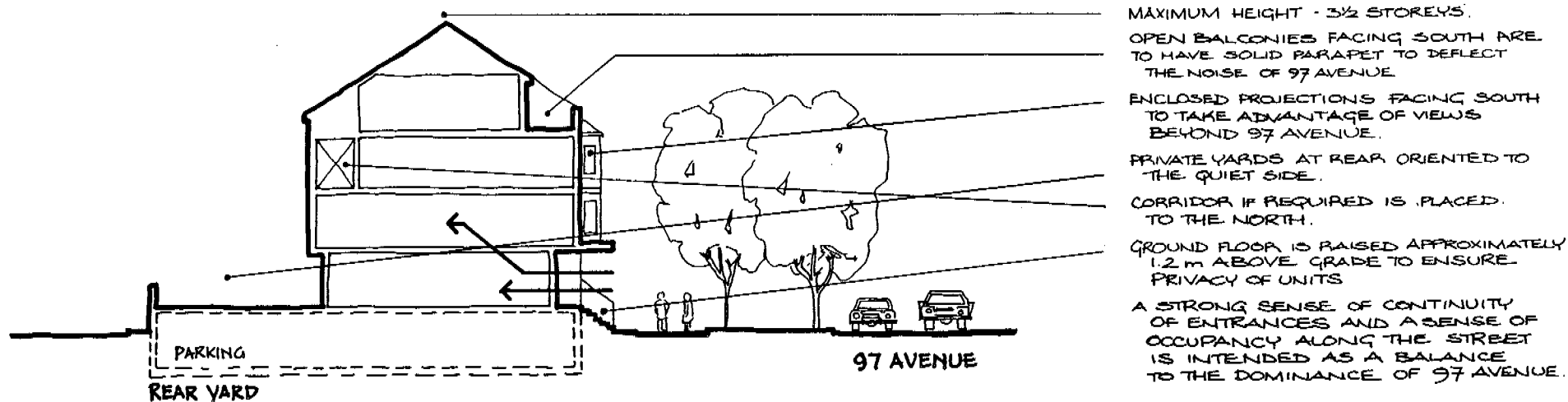


Fig.132 Appropriate built form of housing along 97 Avenue in North Rosedale.

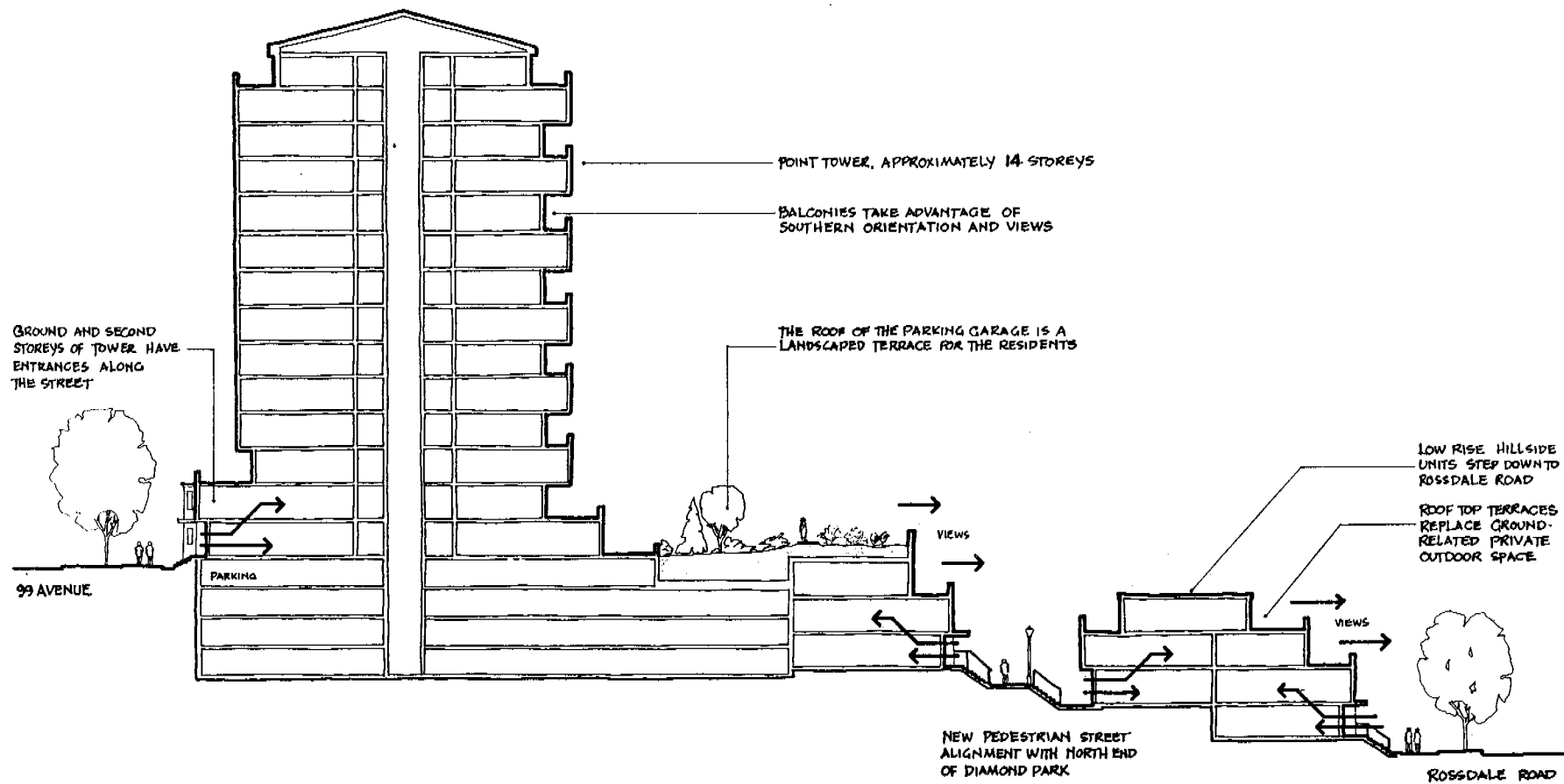
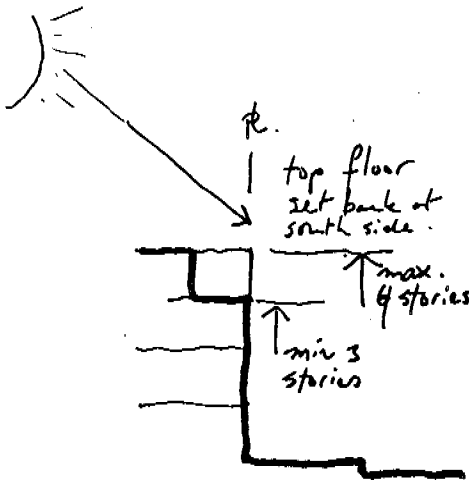


Fig.133 Appropriate built form of hillside housing in North Rosedale.

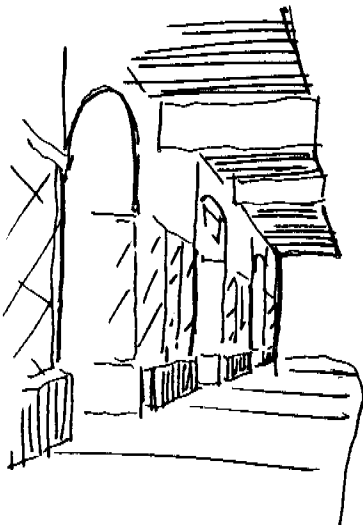
B.3.3 GUIDELINES FOR 96 AVENUE

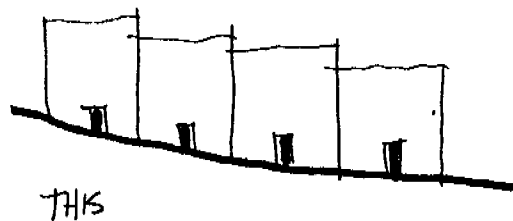
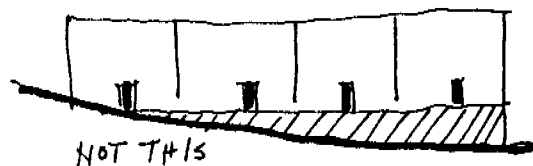
96 Avenue is a street for shopping and an address for housing. The following guidelines are for both shops at ground floor and residential uses above. They are to contribute to the creation of a strong community focus - the Main Street of Rosedale. The guidelines are intended to illustrate that an immense variety of private developments is possible, incrementally contributing to the creation of an engaging and memorable pedestrian-oriented street.



GUIDELINES

- * The maximum building height is to be 3 1/2 storeys.
- * A continuity of retail or similar active street related uses is mandatory at grade along the north side where the winter sun reaches the sidewalk. To achieve this there must be a continuity of display windows and store entrances, each with an expression of individuality for each proprietor. Non-retail uses such as financial institutions, office lobbies and apartment entrances are to be limited so that the small scale shopping is not interrupted.
- * There should be a sense of habitation continuously along the street. The ground floor of the south side is to be developed as residential with an option for commercial (retail) use. The upper floors of both sides are to be for residential use. Architectural devices such as bay windows, solariums, balconies and other domestic elements are to offer the visible signs of housing above the shops.





* The main or ground floor of the shops should be at or close to grade to ensure an ease of access or flow between the sidewalk and shop interior, a special concern along the sloping portions of the street.

* Buildings are to provide generous and continuous rain and sun protecting canopies extending over the sidewalk.



Fig.134 Continuous canopies shelter the sidewalk.

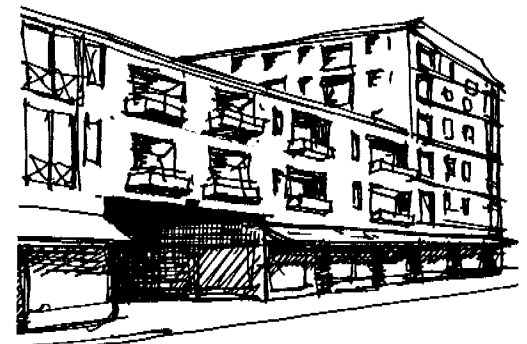
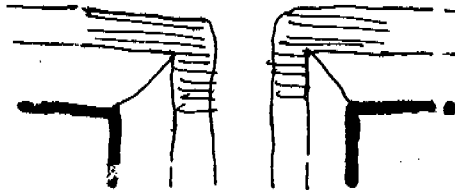
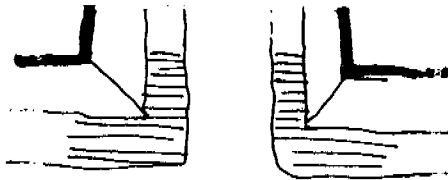


Fig.135 Examples of various building configurations for the entrance to the 'mews' from 96 Avenue.



Fig.136 This Vancouver example has retail use on two floors and residential use (with bay windows) on the top.



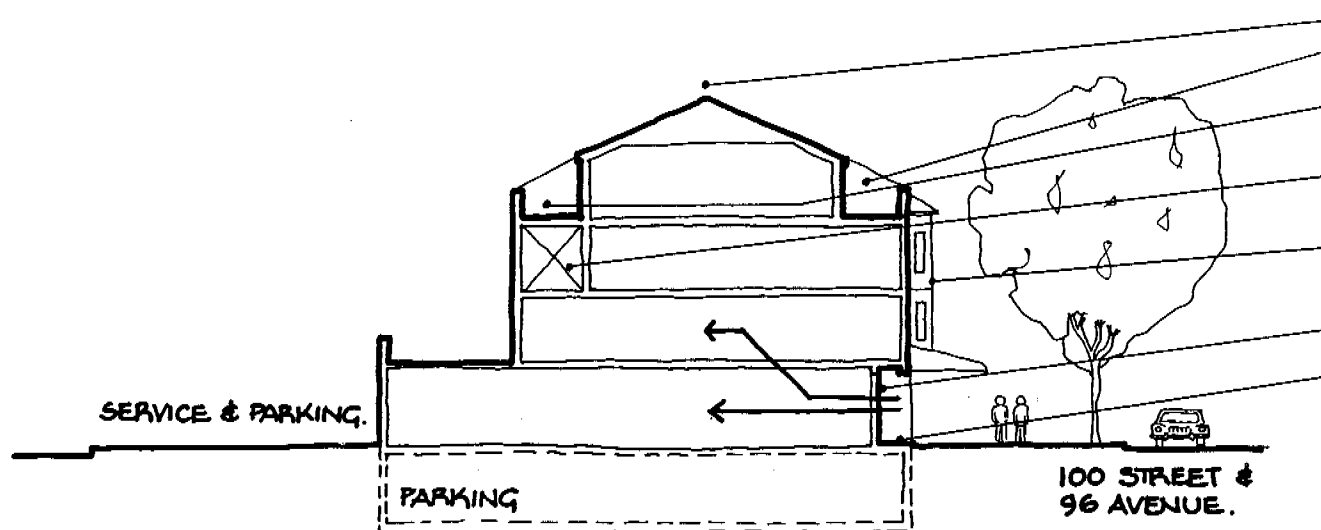
* Office uses are also to be permitted on the second floors of buildings.

* The majority of the buildings should be built to the property line to contribute to the street's overall sense of enclosure and to reinforce the immediacy and occupancy characterized by store front elements such as display windows.

* On corner sites of intersecting streets and lanes the corner should be recognized for its special distinction and as a place where people meet, with a sense of address to both streets and the corner, and preferably with retail frontage.

* The built form should largely define the corner ensuring its overall spatial definition. (The leaking made possible by large setbacks or skewing of buildings against the street grid should be discouraged.) Small store oriented setbacks allowing corner entrances to address both streets are acceptable.

* Major entrances to apartments or offices above the shops are to be located in the middle of the block where their less than frequent use will not disadvantage the popular retailing potential at the corner.



- 3½ STOREY MAXIMUM HEIGHT
- OPEN BALCONIES AND ROOF DECKS SHOULD ORIENT TO THE RIVER
- OCCUPYABLE UPPER LEVEL OUTDOOR SPACE ORIENTED TO THE REAR IS BENEFICIAL TO THE RESIDENTS
- A CORRIDOR, IF REQUIRED TO SERVICE THE TOP FLOOR, SHOULD BE LOCATED AT THE REAR.
- PROJECTIONS SUCH AS BAY WINDOWS / ALONG THE STREET ENHANCE THE SENSE OF RESIDENTIAL OCCUPANCY.
- CONTINUOUS RETAIL DISPLAY WINDOWS ALONG THE STREET
- GROUND FLOOR MAY BE REQUIRED TO BE RAISED ABOVE THE FLOOD LEVEL. RETAIL USES SHOULD BE SITUATED AS CLOSE TO GRADE AS POSSIBLE.

Fig.137 Appropriate built form of mixed-use shopping/residential along 96 Avenue. This diagram is also appropriate for buildings along 100 Street in the Brewery Park precinct.

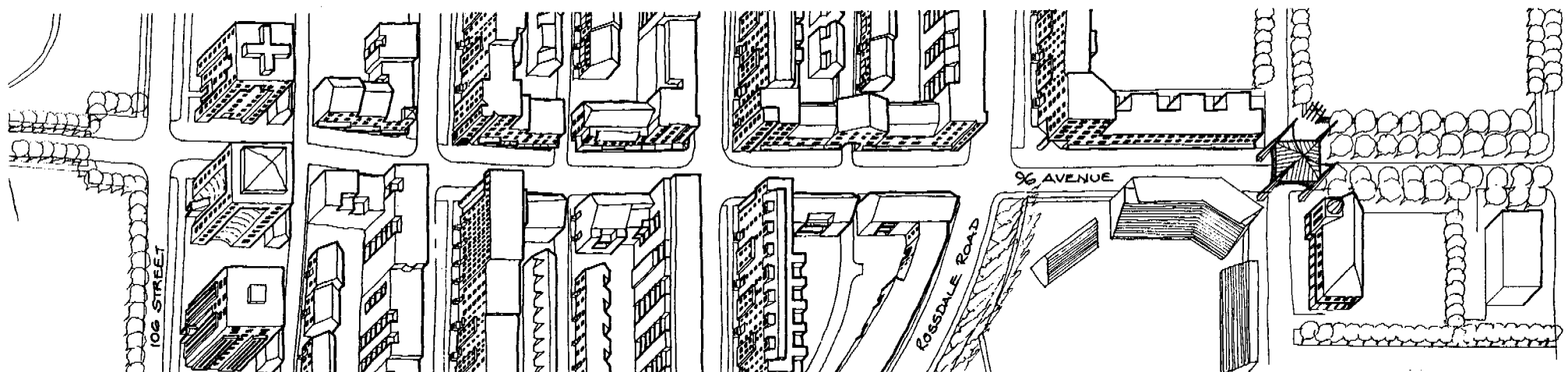


Fig.138 Axonometric illustration of the 96 Avenue shopping/ residential precinct in West Rosedale.

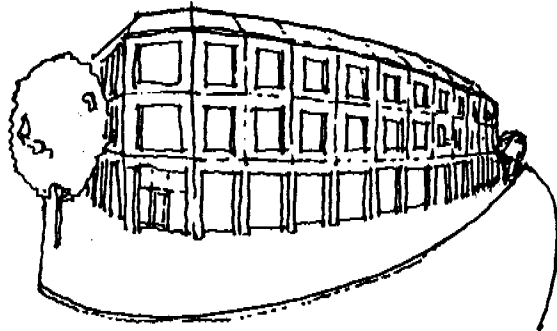
B.3.4 GUIDELINES FOR BUFFER OFFICE

Offices use as a buffer to adjacent housing occurs along Rosssdale Road in West Rosssdale and 97 Avenue in North Rosssdale, and includes the Ortona Armoury site. The following guidelines and illustrations are intended to show how built-form can be an effective buffer to housing from the busy arterial streets, ensuring that housing remains a desirable use in this community.

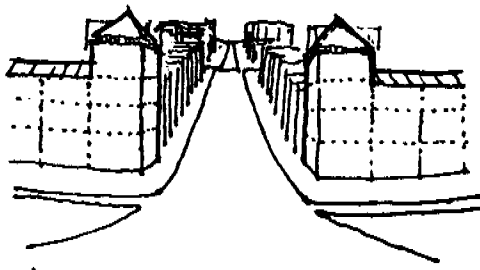
GUIDELINES FOR BUFFER OFFICE ALONG ROSSDALE ROAD

GUIDELINES

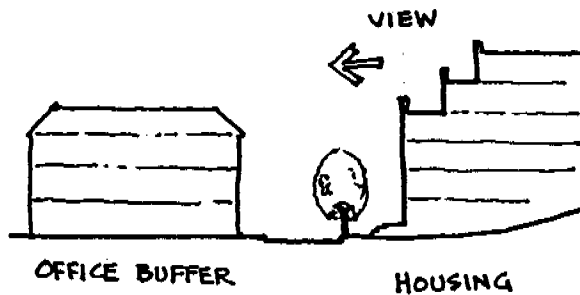
- * Suitable commercial uses are those which can be contained within the built form guidelines and those which will contribute to an appropriate sense of entry into the downtown and neighbourhood.
- * The buildings are to have a continuity of setback which is aligned parallel with the road to reflect the continuous curve of the road. They are to form a strong counterpoint to the planted buffer along the edge of John Ducey Park. No setback from the sidewalk is required.
- * Rosssdale Road is to have a sense of occupancy along its edge and so be transformed from a road to a street by the continuity of front entrances, office windows and minor office signage.
- * The fronts of these buildings are to offer interest to the users whether on foot or in cars, through the articulation of facade elements.
- * Where the office buildings face residential areas there is to be a treatment of the facades in a manner similar to that on Rosssdale Road, creating a continuous sense of occupancy with entrance doors and office windows and using materials and element articulation which is compatible with the housing.
- * Buildings at the corner of 105 Street and Rosssdale Road should be designed to contribute to the sense of gateway to the downtown and neighbourhood and offer clues to the special nature of the neighbourhood.
- * Buildings at all corners are to be continuous around the corner, using similar materials, articulation, windows and entrance conditions on both streets.



ROSSDALE ROAD



105 STREET AT ROSSDALE ROAD



- * Building height is to be sufficient to create the desired buffer, but low enough so as not to interfere unduly with views from the residential buildings on the slopes above to the river. The maximum building height is to be three storeys.
- * Careful attention is to be paid to the design of roof-top mechanical equipment enclosures so that they are both compatible with and integrated into the design of the building and do not detract from the roof top appearance from the slopes above.

THE GUIDELINES FOR BUFFER OFFICE ALONG 97 AVENUE

GUIDELINES

- * Suitable commercial uses are those which can be contained in the built form guidelines, which are compatible with the adjacent housing and which will contribute to the dignified and formal quality of the 97 Avenue legislature approach.
- * A commercial/residential mix of uses is recommended for the Ortona Site. The residential use is best located on 102 Street where it is to support the primarily residential role of the street and take advantage of its quiet treed character.
- * Residential use is permitted over the entire precinct east of 102 Street.
- * 97 Avenue is to have a sense of occupancy along its edge and so be transformed from a road to a city street, by the continuity of front entrances office windows, and significant streetscape improvements.
- * Signage along 97 Avenue must be modest in keeping with the dignified approach to the legislature.
- * The fronts of these buildings are to offer interest to users, whether on foot or in cars, through the articulation of facade elements.
- * Where office buildings face residential areas there is to be a treatment of the facades in a manner similar to that on 97 Avenue, creating a continuous sense of occupancy and street presence using entrances, office windows, materials, and element articulation which is compatible with the housing. There is no setback requirement from the sidewalk along 97 Avenue. Otherwise setbacks are to be 2.5m from the property line.

- * Buildings are to be built continuously from block to block for a continuity of street wall. There is no sideyard requirement.
- * East of 101 Street, where the bridge approach ramp rises, buildings are to address 98 Avenue, but are to offer a continuous presence along 97 Avenue as a clue to the presence of the community, creating a sense of entry into the downtown and offering a buffer from the road noise to the interior of North Rosssdale.
- * The building height is to be maximum three storeys, in keeping with the low scale adjacent residential area. Three storeys will ensure a continuous street presence along 97 Avenue as the bridge approach ramp rises.
- * Where housing is to be the predominant use and frontage along 97 Avenue, guidelines similar to those for housing in West Rosssdale fronting the arterial roads is to be in effect. The maximum height of buildings is to match that of the adjacent residential areas.
- * The top of the office buildings are to receive special design attention to enhance the appearance of the building when seen from above and to enhance the compatibility of the appearance of the building with the surrounding small scale streets and residential buildings. The roof top mechanical equipment is to be completely concealed from view and the enclosure is to be architecturally incorporated into the overall design of the building.
- * The majority of the required parking is to be concealed from view, underground if possible, so that it is not readily apparent from the street, the surrounding dwellings or from the top of the valley.

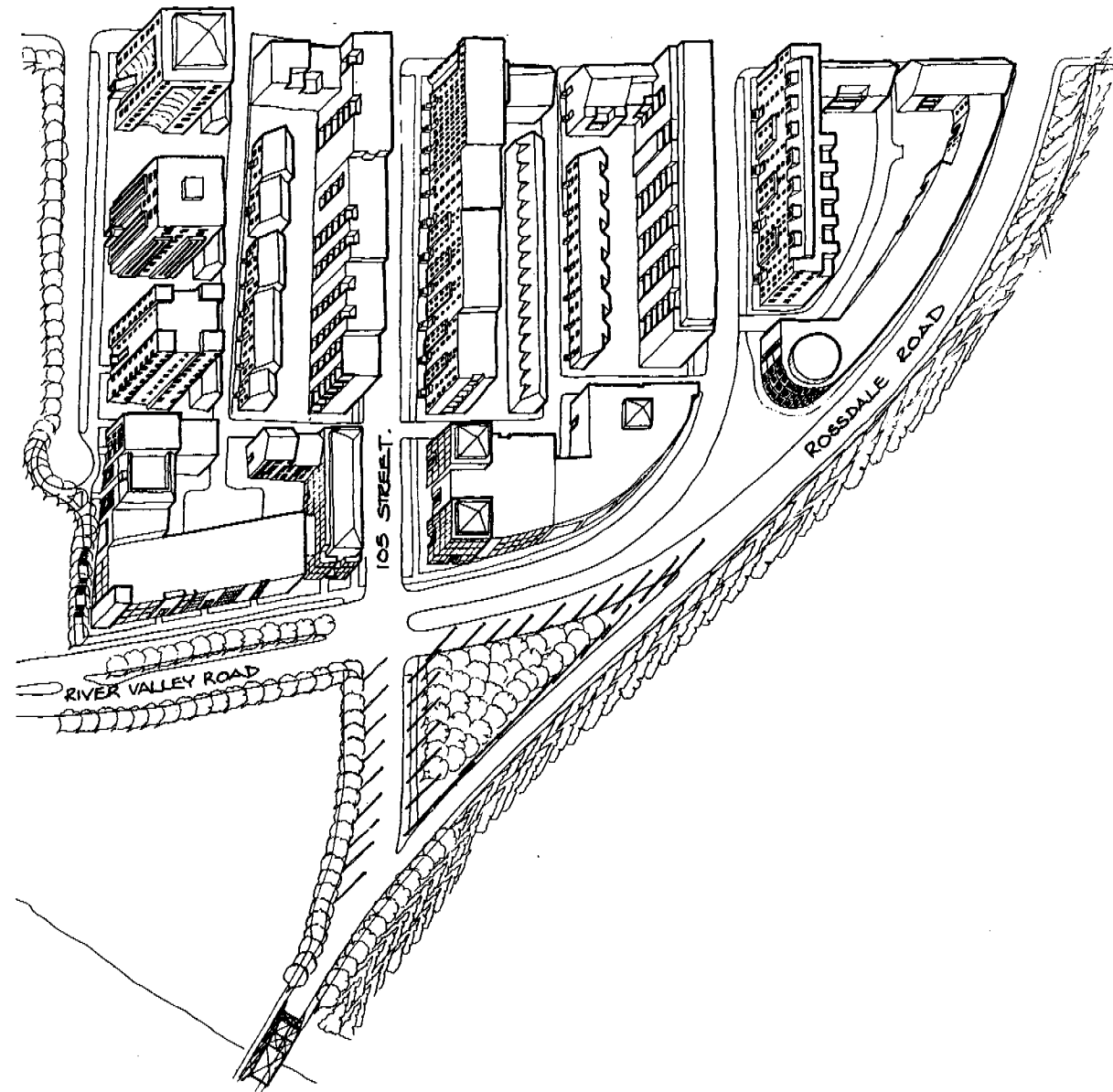


Fig.139 Axonometric illustration of the Rosedale Road Commercial Buffer precinct in West Rosedale.

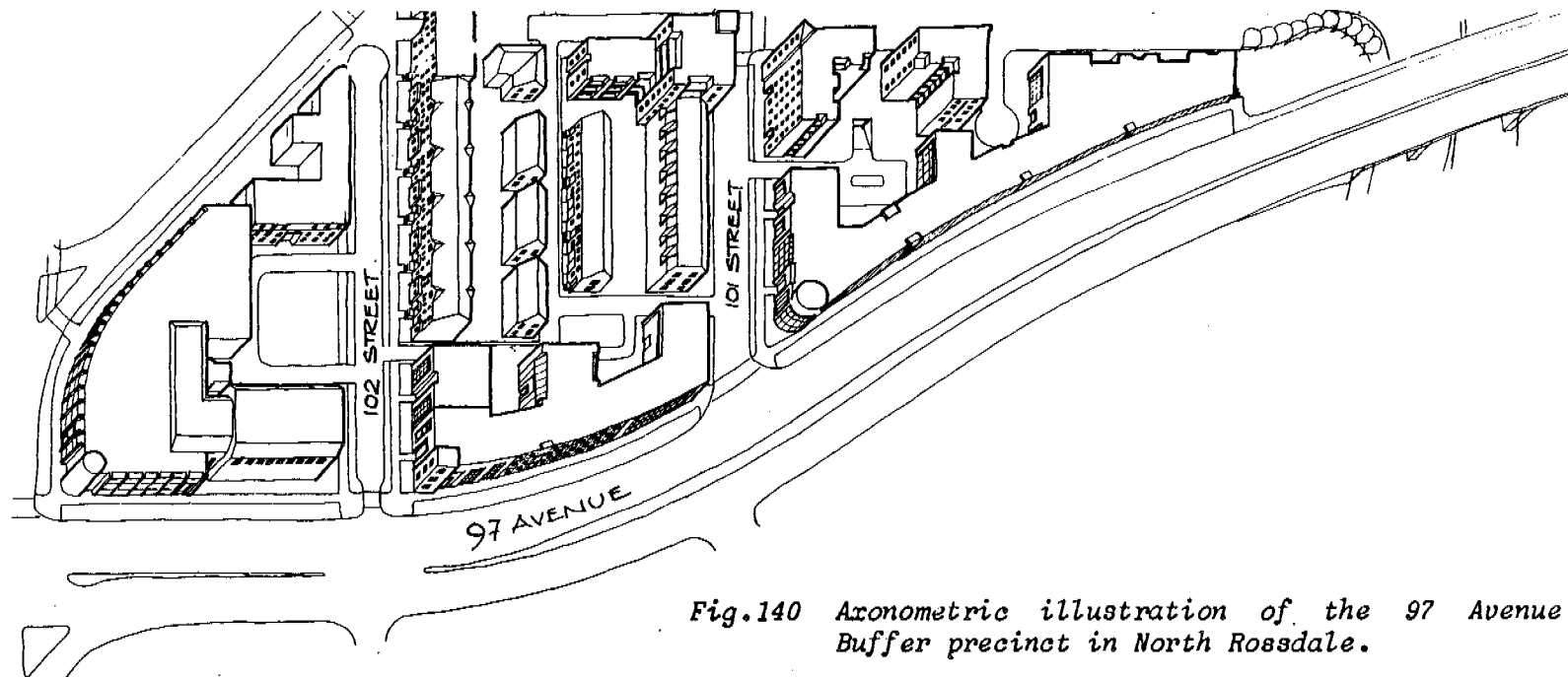
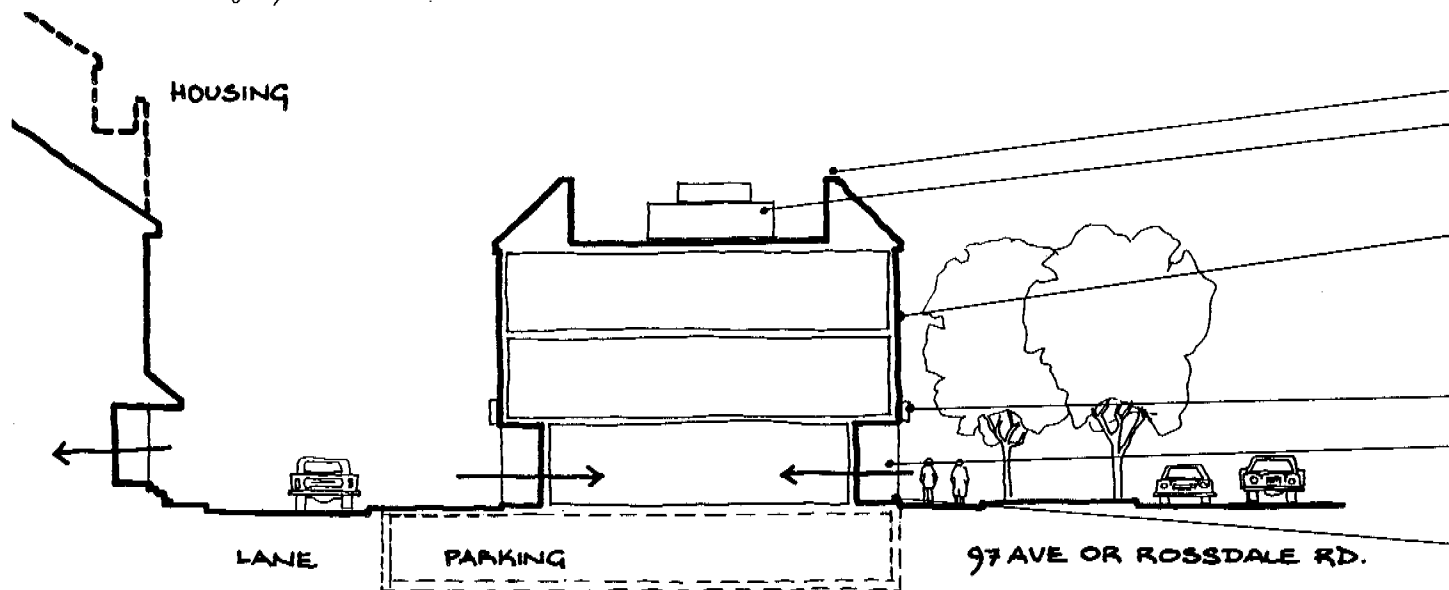


Fig.140 Axonometric illustration of the 97 Avenue Commercial Buffer precinct in North Rosedale.



- MAXIMUM HEIGHT - 3 STOREYS
- ROOF-TOP MECHANICAL EQUIPMENT TO BE CONCEALED FROM VIEW - SENSE OF SLOPING ROOF IS COMPATIBLE WITH ADJACENT RESIDENTIAL AREAS.
- BUILDINGS ARE TO HAVE A STRONG PRESENCE ALONG 97 AVENUE CONTRIBUTING TO A SENSE OF OCCUPANCY TO BOTH ORIENTATION THROUGH THE USE OF CONTINUOUS WINDOWS AND STREET-LEVEL ENTRANCES.
- DISCREET SIGNAGE IS TO IDENTIFY THE OCCUPANT BUSINESSES
- STREET ENTRANCES SHOULD BE PROTECTED WITH CANOPIES OR AWNINGS OR THEY SHOULD BE RECESSED.
- GROUND FLOOR USES SHOULD BE AS CLOSE TO GRADE AS POSSIBLE.

Fig.141 Appropriate built form of commercial office buildings which act as a buffer.

B.3.5 GUIDELINES FOR BREWERY PARK

The guidelines are organized into separate components to describe the individual and special qualities of the built form in each part of the precinct. They are organized as follows:

The Brewery - That part of the site which is immediately adjacent to the Brewery building.

The Gazebos - That area which is north of the Brewery building toward the Low Level Bridge and that which is south, along the east side of 100 Street.

100 Street Shopping and Residential - That area which is immediately west of 100 Street, between 98 Avenue and Rosedale Road.

General - Those guidelines which apply to the whole site.

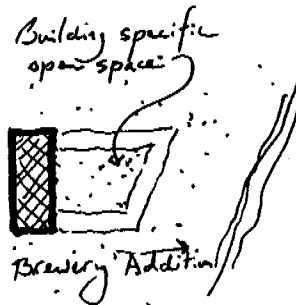
GUIDELINES

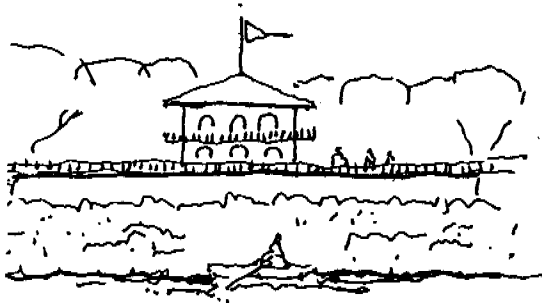
THE BREWERY

- * Its rehabilitation and any additions must be to the satisfaction of the Minister of Culture.
- * Building additions are to extend north or toward the water and shall not exceed the height of the brewery eave line.
- * Where building specific open space is required, it should be contained within the facility and surrounded by building which fronts onto the park.

THE GAZEBOS

- * They are to have a light, airy character that is open on all sides and are to each offer continuous protection from rain and sun.





- * Along 100 Street they are to be built to the street and may be connected by a continuous walkway sheltered by an arcade of trees or fabricated colonnade. Their height is to be limited generally to 2 storeys so as not to unnecessarily predominate the park.
- * North of the brewery gazebos are to be set among the trees and create a strong sense of address to the river. The height is to be limited to three storeys to remain nestled among the trees. Each gazebo is to sit on a broad podium (platform) at the flood line providing a space for relaxing and strolling.

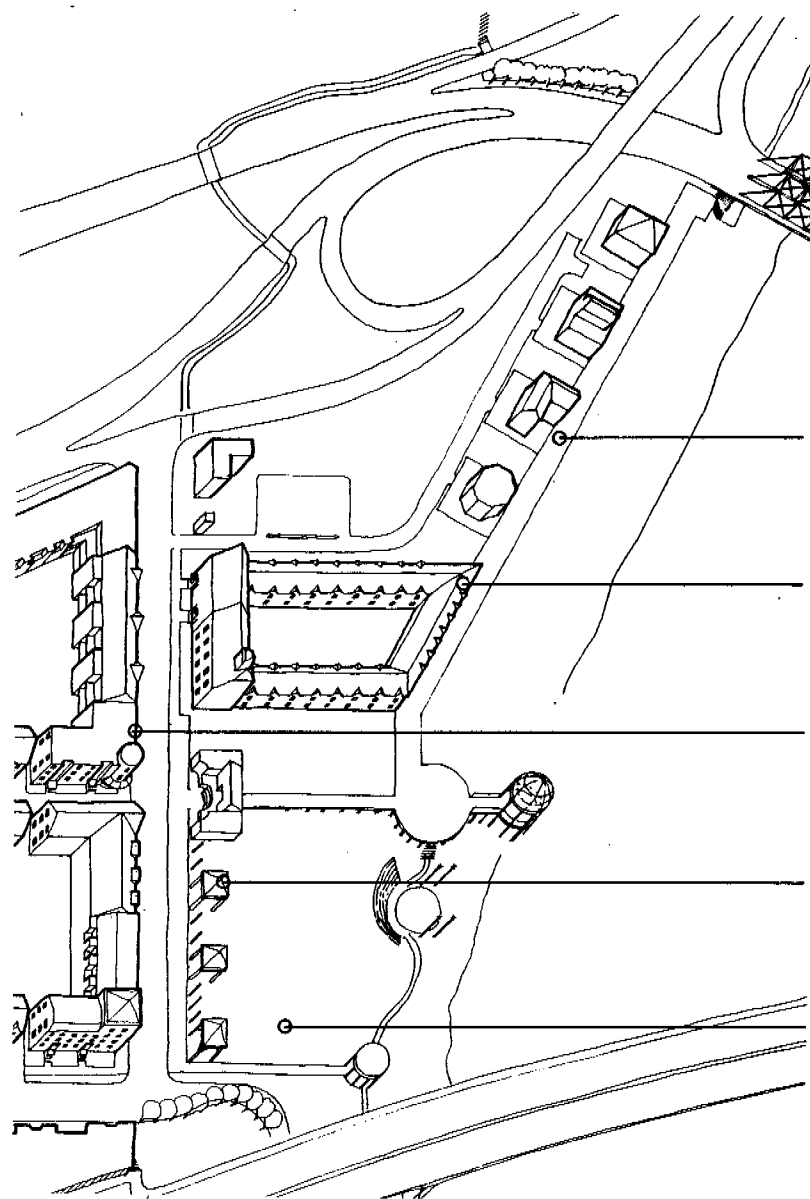
THE 100 STREET BUILT FORM (WEST SIDE)

- * A continuity of retail or similar active street related uses are mandatory at grade. To achieve this there must be a continuity of display windows and store entrances, each with an expression of individuality for each proprietor.
- * There should be a sense of habitation continuously along the street. Their upper floors are to be for residential use: Architectural devices such as bay windows, solariums, balconies and other domestic elements are to offer the visible signs of housing above the shops.
- * The majority of the building should be built to the property line to reinforce the immediacy and occupancy characterized by store front elements such as display windows.
- * On corner sites of intersecting streets and lanes the corner should be recognized for its special distinction and as a place where people meet with a sense of address to both streets and the corner, preferably with retail frontage.
- * Major entrances to apartments above the shops are to be located in the middle of the block where their less than frequent use will not disadvantage the popular retailing potential at the corner.

- * The built form should largely define the corner ensuring its overall spatial definition to the corner. Small store oriented setbacks allowing corner entrances to address both streets are acceptable.
- * Buildings are to provide generous and continuous rain and sun protecting canopies extending over the sidewalk.
- * Parking for tenants, employees, and residents is to be provided on site and concealed from view along the street.
- * An impact study of additional parking for park requirements is to be required to show that the intended uses and traffic generation will not have a detrimental effect on the remainder of North Rosssdale and South Rosssdale.

GENERAL

- * Development in this precinct falls within the flood line and so is to:
 - adhere to required flood regulations.
 - adopt building forms that do not effect the natural erosion and deposition process of the river.
 - maintain river bank plant and animal habitat where possible.



GAZEBO · BOARDWALK DEVELOPMENT.

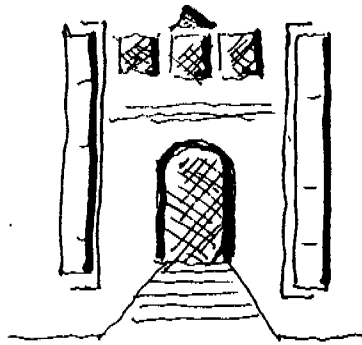
BREWERY ADDITION.

SHOPPING WITH RESIDENTIAL ABOVE.

100 STREET RETAIL GAZEBOS.

PASTORAL PARK.

Fig.142 Axonometric illustration of the Brewery Park mixed-used built form.

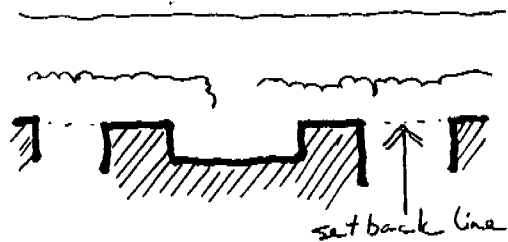
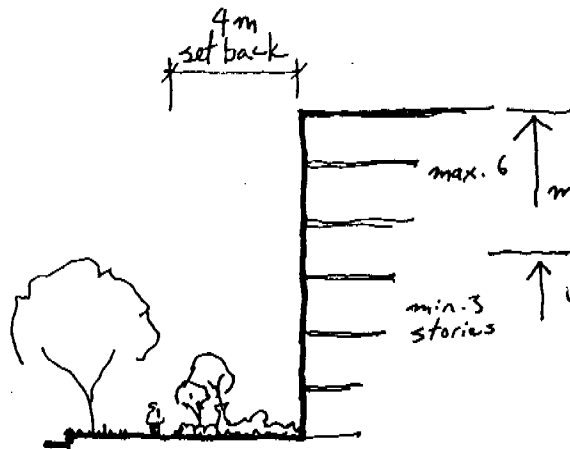


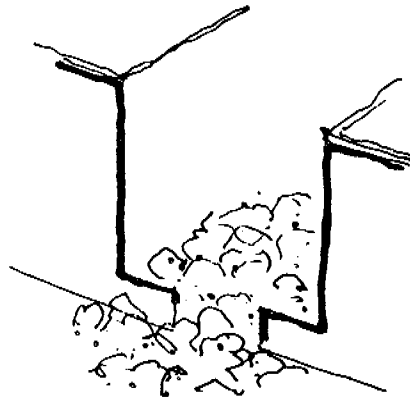
B.3.6 GUIDELINES FOR THE 106 STREET VILLAS

106 Street provides a formal and dignified setting to edge the Legislature Park. Buildings on this site are to create an appropriate transition from the park to the medium density housing of West Rosedale. These guidelines are intended to direct future development toward this vision.

GUIDELINES

- * The villas, by their special location offer the opportunity to be used for government purposes, ministerial offices, trade missions, consulates and special residences.
- * Each pavilion is to have a strong sense of entry with public scale front doors oriented to the park.
- * Pavilion heights are to reflect an appropriate scale in relation to the legislature and park grounds. The minimum building height is to be three storeys; the maximum, six storeys.
- * Setbacks along the street are to allow for small gardens to be developed in front of the villas giving them an appropriate setting along the park edge. Minimum setback is to be 4.0m. The majority of the villa front is to be built at this setback to maintain a consistent street wall and a strong edge for the park. The corners of the villas should be built to the setback line so as not to erode the sense of continuous street wall.





- * To ensure the repetitive nature of the pavilions along each block, there should be no less than three villas per block.
- * Generous side yards are to add to the overall free-standing spatial quality and are to lend the impression of buildings placed in their own grounds.
- * When the grounds/gardens which are developed at the sides of the pavilion are for private or building specific use, a wall or screen of a maximum one storey height is to control views and access to and from the street and should be built along the setback line. These walls should have a style and attention to detail which is in keeping with the pavilion.
- * Small scale buildings, 'carriage houses', for residential or office use are to be permitted along the lane. They offer an inhabited edge at the rear of the site. Like the 'mews' housing in other blocks, they are to address the lane with front entrances. The maximum height is to be two storeys. The minimum setback from the lane is 3.0m to allow for a 2.0m sidewalk and 1.0m yard.

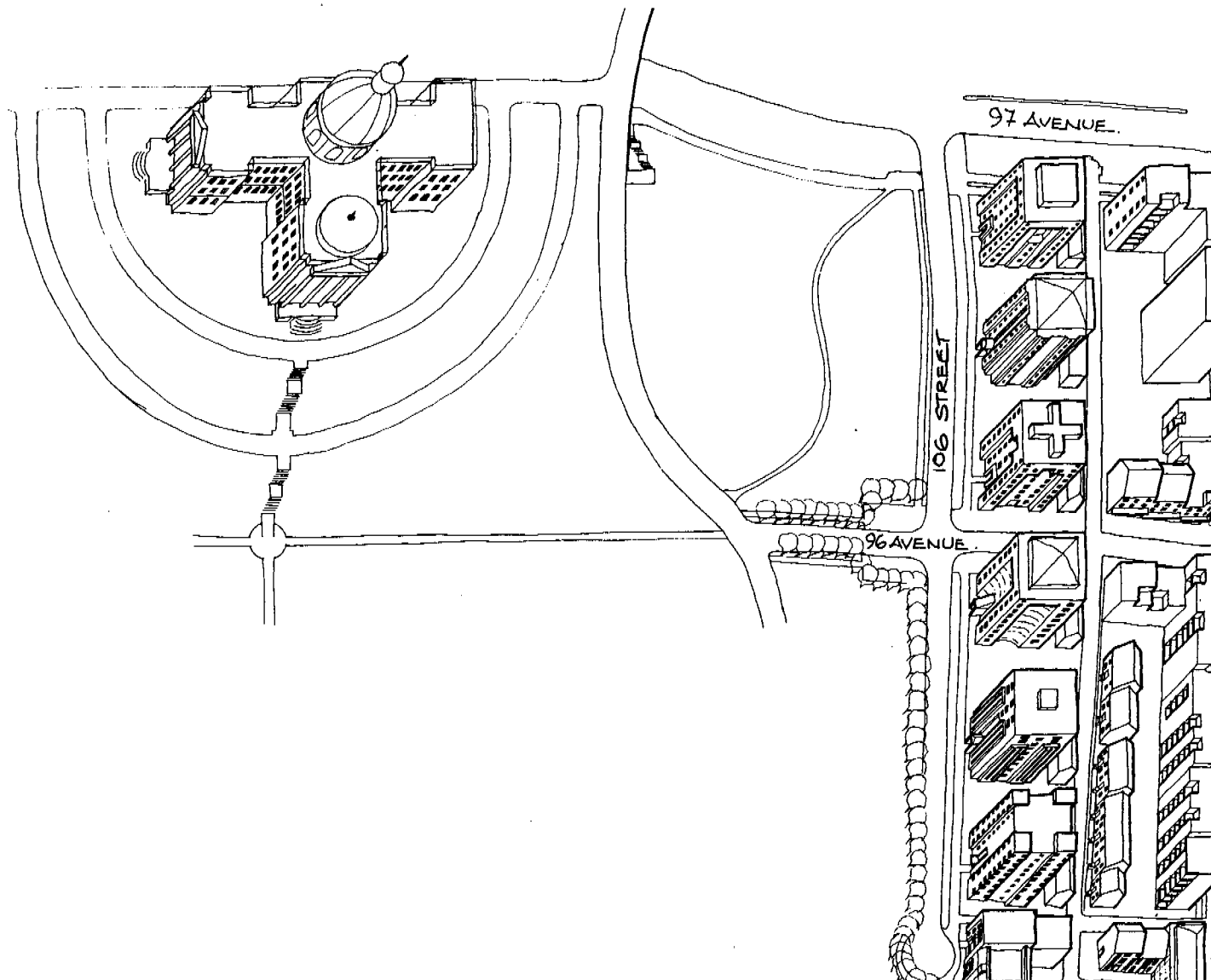
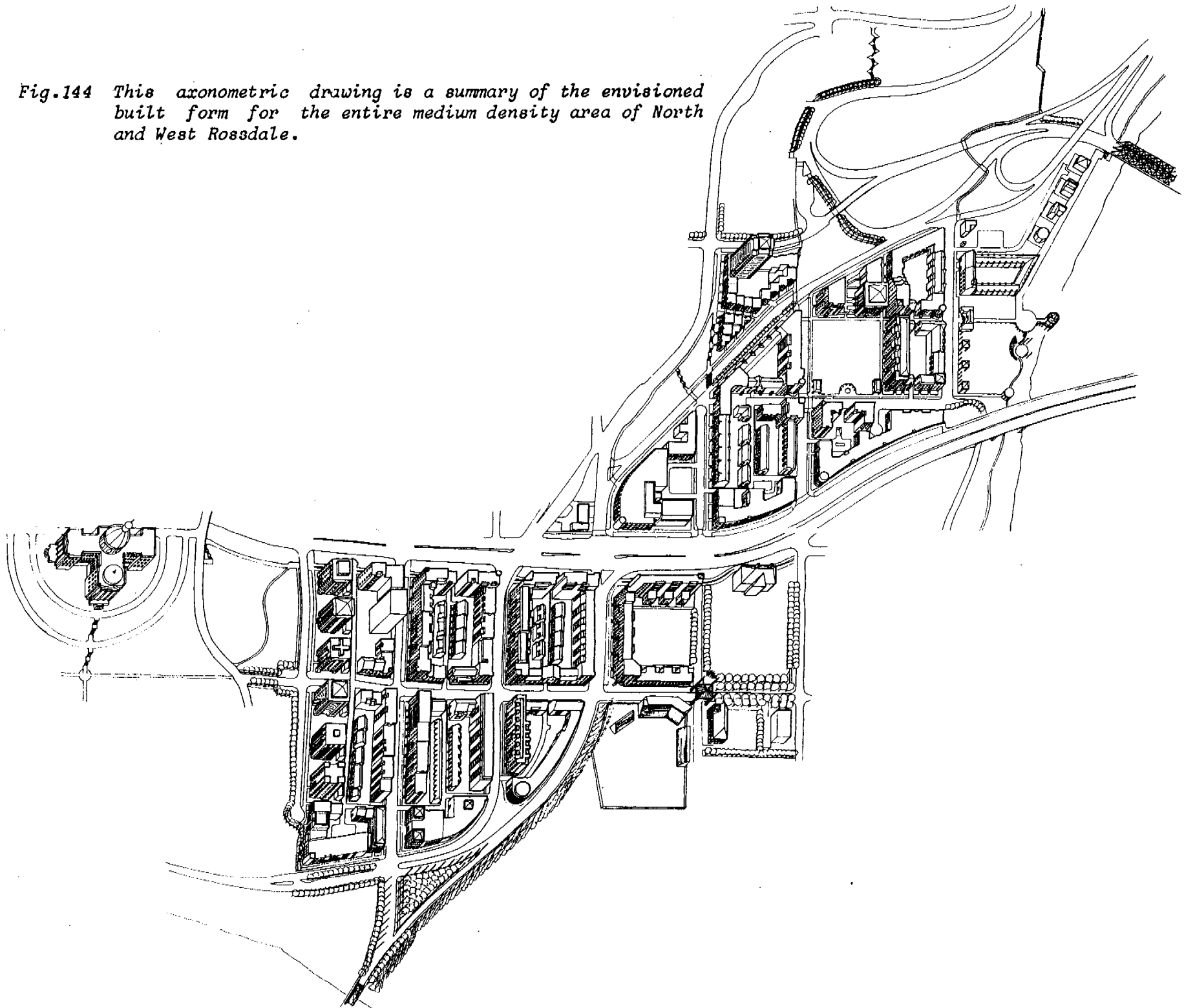


Fig.143 Axonometric illustration of the office buildings in the 106 Street Villa precinct in West Rosedale.

B.3.7 SUMMARY

This diagram represents the vision of the community built form as it might appear in its mature state. The guidelines of this section are intended to direct development toward the vision of a community with a strong SENSE OF PLACE. There is to be an immense variety of housing, responsive to its contextual influences, and a rich diversity of other uses accommodated in built form which incrementally and positively adds to and addresses the public network of streets and parks.

Fig.144 This axonometric drawing is a summary of the envisioned built form for the entire medium density area of North and West Rosedale.



B.4 WINTER CITY

Winter in Edmonton is characterized by many harsh realities:

- Cold air
- Wind
- Snow (good for outdoor recreation but hazardous for walking and driving, inconvenient to remove)
- Long hours of darkness
- Low sun angle during the day
- Lack of winter color in the landscape

However, there are a number of practical things which could be done to make Rossdale better able to deal with these issues. They include:

1) Cold

- Making public routes interesting to use so that one is not always preoccupied with the cold.
- Building enclosed pedestrian walkways. They are best suited to open public spaces or commercial streets, are expensive, and should be open in the summer.
- Ensuring major public routes have public facilities (stores, restaurants, shops, etc.) on them, especially at intersections, as 'warm up spots'.

2) Wind

- Restrict building heights to prevent 'wind tunneling'.
- Build city blocks compactly and continuously to avoid large open wind swept spaces.
- Install wind protection devices in open areas i.e. intersections (modifications of conventional glazed bus shelters) bridges and stairs. (Perhaps covering stairs to prevent icing).
- Using coniferous planting for windbreaks.

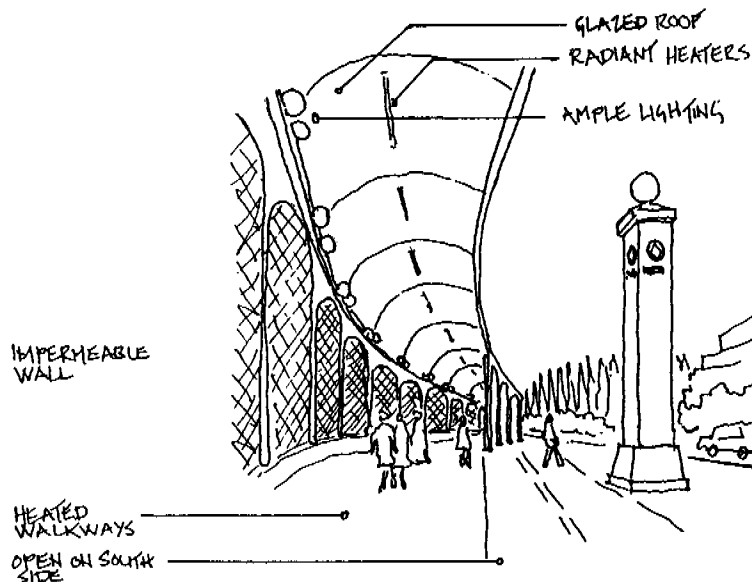


Fig.145 Protected sidewalk connecting Downtown and Rossdale.



Fig.146 Example of decorative lighting.

3) Snow

- Positive - Dual use of facilities i.e. skating or open areas, skiing on walking and cycling trails.
- Negative - Heating (with waste heat from Rosedale Power Plant or Genesee when available - 1990's) of sidewalks and intersections to avoid cleaning and icing. This is especially important for sloping sidewalks in Rosedale and McKay Avenue area.

4) Darkness

- Pedestrian oriented, aesthetic lighting on streets and squares.
- Special, colorful lighting effects for public buildings and other attractions during the winter.

5) Sun Angle

- On east-west avenues the southside buildings are lower and have articulated roofs for improved sun penetration to the street. North side sidewalks are widened to put more useable outdoor space on the sunny side of the avenue.

6) Lack of Color

- Use coniferous trees to define spaces that are important summer and winter, this includes most parks and pedestrian routes. Use coniferous material more extensively for screening, such as of the utility sites and valley freeways. Use deciduous trees to define and shade public places in summer while allowing the maximum sun in winter (i.e. 96 Avenue in Rosedale).
- Use building materials, painted facades, and plant material to introduce more colour.

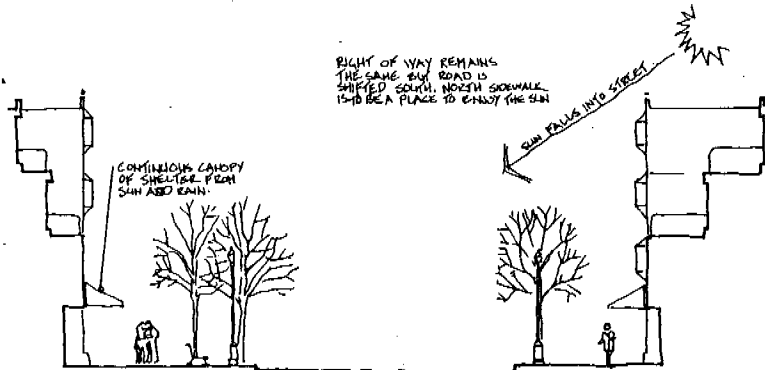
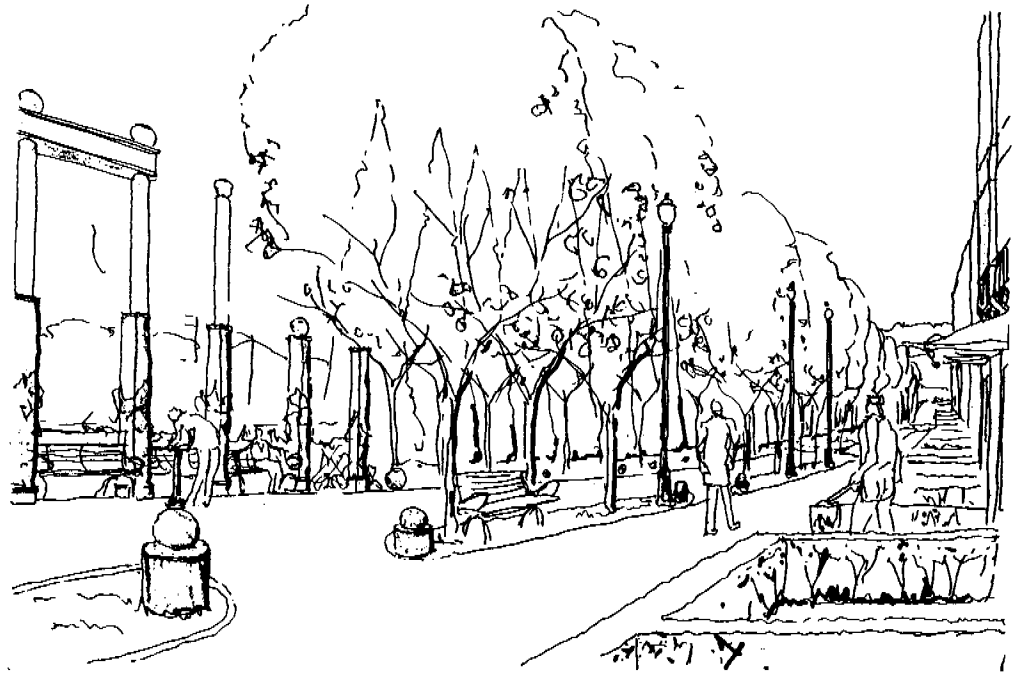


Fig.147 Solar access to the street.

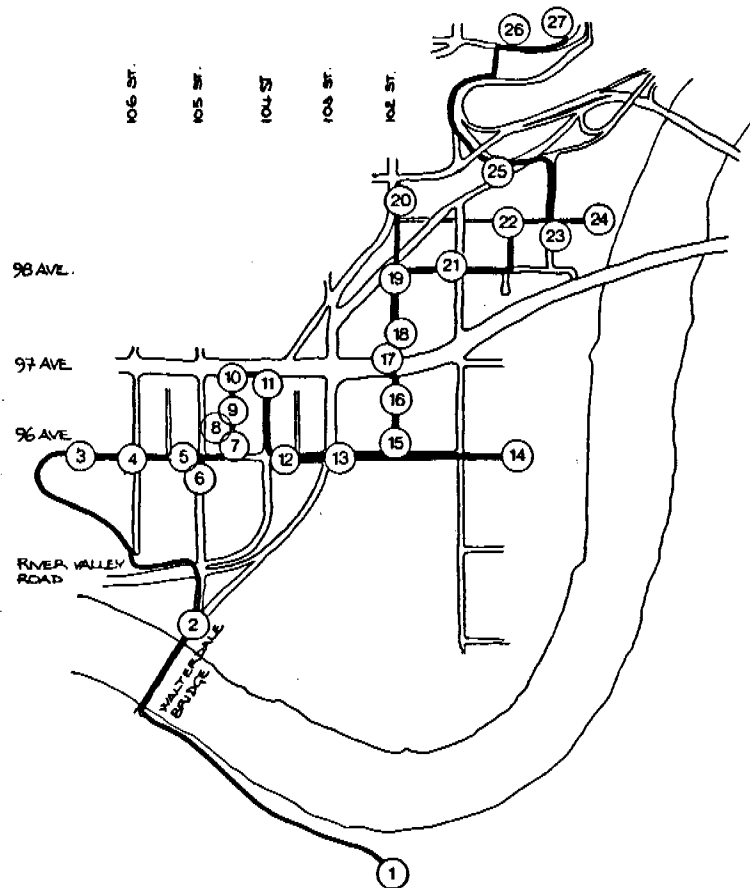
SECTION C

A WALKING TOUR



The direction set forward in the community structure and urban design guidelines is a bold one. It calls for a revitalized Rosssdale that is lively and diverse, that takes advantage of its position at the foot of Downtown in an unparalleled park setting.

The walking tour is the community imagined - a Place and a way of life maturing toward a rich patina year after year. It represents the vision of Rosssdale as a series of images to offer some understanding of the potential diversity resulting from coordinated direction and efforts. It necessarily requires a clear and ordered direction, funding for public improvements committed, and residential projects aggressively marketed and developed.

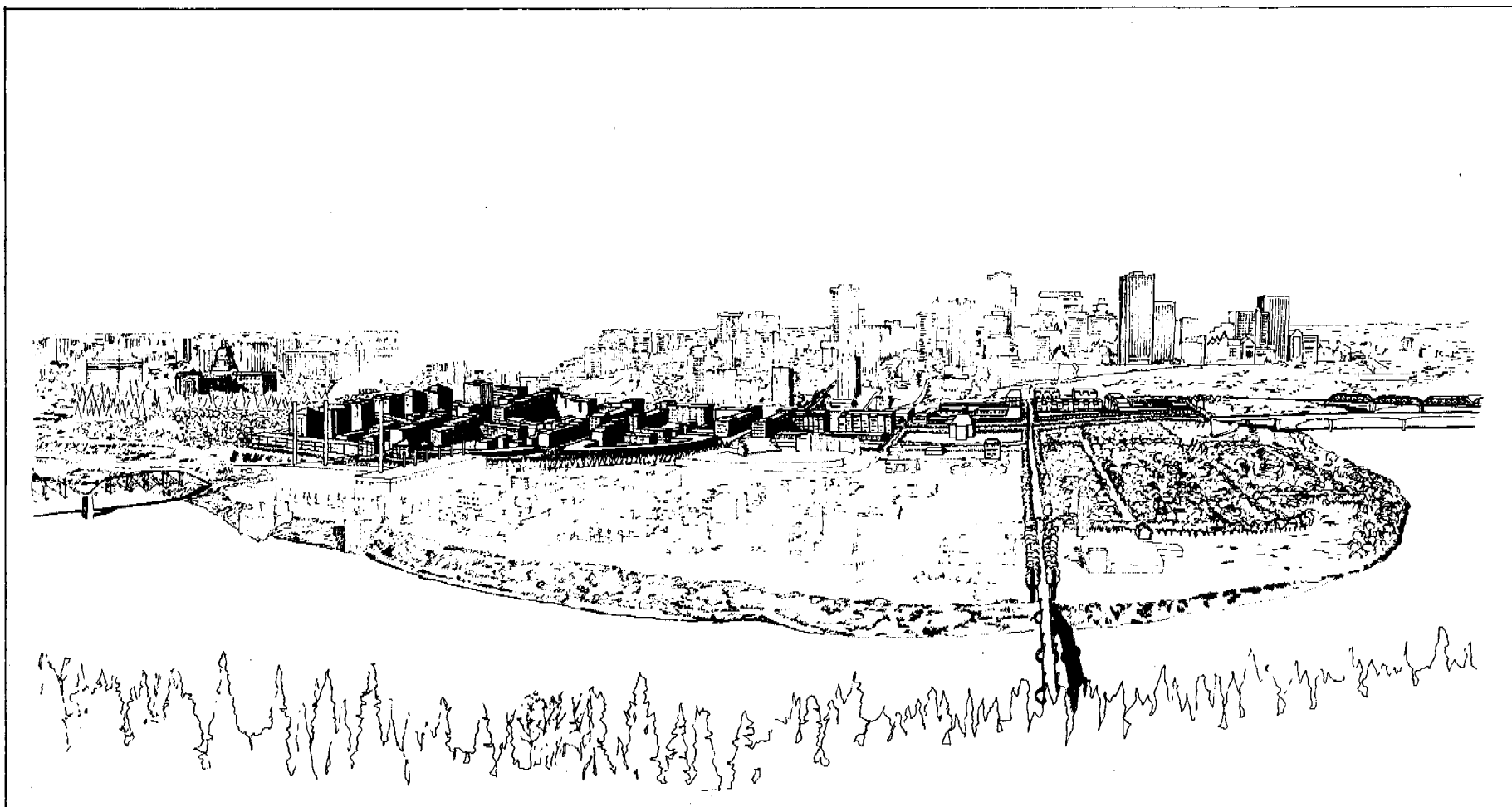


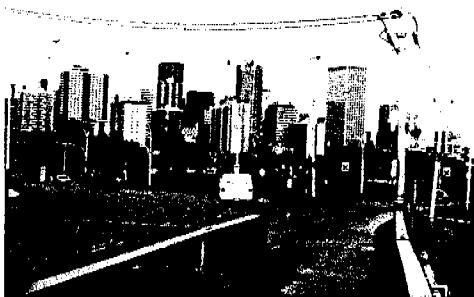
Walking Tour Key Plan.



1. View From the Waters Edge Apartments

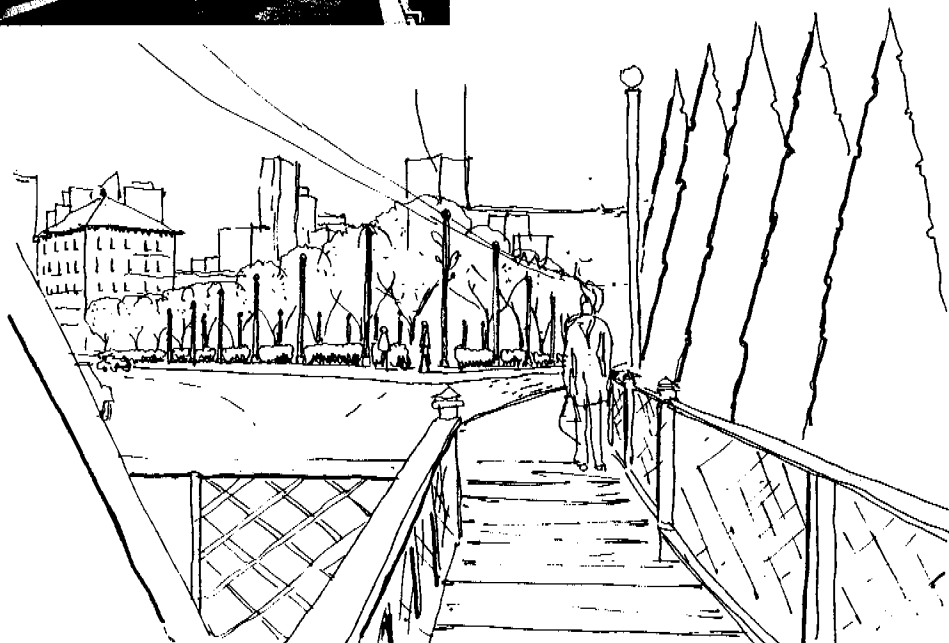
From the top of the Waters Edge apartment building on the South Side we see the revitalized and expanded community of Rossdale firmly established in the River Valley. South Rossdale remains a single family neighbourhood nestled in the trees. North Rossdale, above, is predominantly medium density low rise buildings and West Rossdale, rising up the slope next to the Legislature, comprises two to eight storey buildings.





2. View North From the Walterdale Bridge

We cross the river on the Walterdale Bridge and before us stand the colourful masts of the southern gateway rising above the tree tops. It is an introduction and clue to both motorists and pedestrians that we are entering Rosedale and Downtown.



3. Legislature Ground Entrance at 96 Avenue

Walking along 96 Avenue toward 106 Street from the Legislature grounds we see a small plaza. It is also the entrance to the grounds from the neighbourhood and accentuates their symbolic importance. With ample seating shaded by surrounding trees, it is popular at summer noon hours for enjoying lunch in the sun.



4. Embassy Row

From 96 Avenue we see "Embassy Row" on 106 Street. It is the address of the Provincial government's ministerial offices, trade missions, or other national or international level agencies. Each 'villa' grandly fronts the Legislature and the grounds with its own unique facade and surrounding gardens.



5. The View Down 96 Avenue

Walking down the stairs at the top of 96 Avenue, the Main Street from the Legislature, the slope is steep and the view is long, all the way to the river at the east end of South Rosssdale. The buildings step down and residents overlook the street and beyond from their roof top terraces or balconies below. Along the street shoppers stroll from the baker to the green grocer and a multitude of other small businesses trading along the street. The street is sunny and the continuous store canopies and street trees offer some shade.





6. 105 Street Looking North

Looking north from 96 Street shops continue around the corners. Further up along the street some of the neighbourhood's homes are evident by the rhythm of front doors and bay windows fronting the street. A compact mass of boulevard tree planting separates those on foot from the busy car traffic to the Downtown and masks the solidity and bulk of the adjacent housing.



7. Back Street 'Mews'

Rather narrow intimate back streets now occupy what used to be lanes or alleys in West Rosedale. Each is now fronted by small scale 'mews' housing. A succession of small front gardens separate the door step from the sidewalk. Front doors are obvious with projecting porch rooves and steps. It is a quiet alternative route to the busy bigger streets.





8. Interior Gardens

The mews itself offers no hint of what lies behind. We walk down an alley and into a communal garden, a green oasis of trees and small gardens. It is shared by residents living in the apartment block and mews houses which together surround this inner space. Residents can look out from their windowed homes for an overall sense of security.



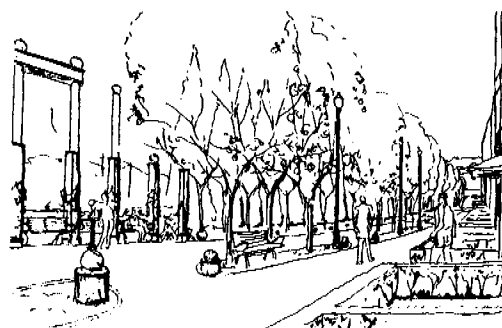
9. Further Up the Mews

Up toward the end of the mews we notice the taller buildings fronting 97 Avenue. Balconies and terraces at the back catch the sun and panoramic views to the river and southside. Our eye is caught by the 'folly' at the street's end. It is a highly colourful element with its globes and columns.



10. 97 Avenue Esplanade

The 'folly' is a place where we can sit and rest, have a cool drink from the fountain in the summer or warm our hands by a brazzier in the winter. It is part of the esplanade, a linear park of formal tree planting. Views to the traffic and super scaled road are screened by a continuous edge of evergreen trees. From our seat we watch cyclists ride on their bicycle path separated from a generous sidewalk. Small gardens of main floor apartments front the park lending it a sense of 'watchful eyes' and added colour.





11. South Along 104 Street

Heading down 104 Street from the Esplanade we experience a similar pattern of events to 105 Street. Buildings run the length of the block from corner to corner and they are half hidden by the dense canopy of shaded trees. Front doors, porches and gardens line either side of the street. Above bay windows, solariums and balconies take advantage of views and lend the street an overall sense of being the home of many people. It feels safe.



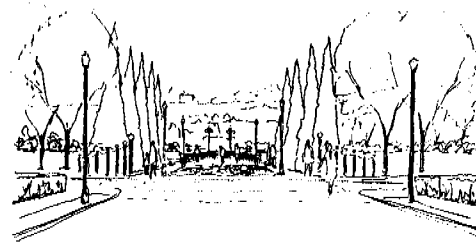
12. 96 Avenue

This is a street of signs hanging from above - the barber's red and white pole - and of smells - wafting from the bakery and deli. Specialty shops offer a range of delicacies. This is a street where "the legacy of proprietorship is cherished by some and sold by others". It is an alternative to the blatancy of chain store fronts.



13. South Along Rosedale Road

At the corner of Rosedale Road and 96 Avenue we stand opposite John Ducey Park and look south. The Generating Station is now concealed behind a tall and dense wall of evergreens sweeping down to the Walterdale Bridge. A second sweep of low office buildings also parallels the road for a symmetry of opposites.



14. 96 Avenue Viewpoint

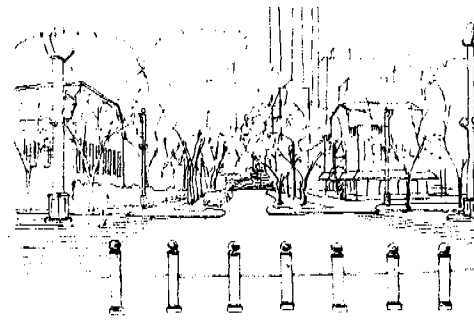
The end of 96 Avenue is an opening in the river edge woodland from which we catch a glimpse of the North Saskatchewan River, first seen from "Embassy Row". As we approach it we discover a plaza edged by tall evergreens which lead our eye to a broad lookout. From here we have a view up and down the river and back to the Legislature Park. It is a place for chance encounters with our neighbours.



15. 102 Street Promenade

The promenade is a grand expansive tree lined walkway and bicycle route. To the left are three to six storey residential buildings surrounding a public garden which is accessible directly from the Promenade. This enclosed garden with its tended flower beds and shrubs is in contrast to the Donald Ross Park to the right of 102 Street, which is a larger, more open space in which spontaneous games of softball or football can be played.





16. The 97 Avenue Crossing

The crossing is essential for the continuity of 102 Street as the Main Street to Downtown. A median alignment of colourful and dramatically lit columns form both a prominent pedestrian crossing and a gateway into the community and Downtown from the James MacDonald Bridge. Commercial office buildings flank the north side of 97 Avenue. They are highly visible to passing traffic and so have a good exposure. At the same time they shroud the neighbour from traffic noise.



17. 97 Avenue Looking West

After crossing 97 Avenue we look west and see the Legislature Building and the formal approach to it made by the Esplanade and wall of edging apartment buildings. 97 Avenue has a sense of dignity in keeping with the symbolic importance of the most important edifice in the province.





18. 102 Street North Rosedale

The 102 Street Promenade continues through North Rosedale. The street's pedestrian importance is evident with the closing of the road at the north and the narrowing of the road at 97 Avenue. Both sides of the street are grand tree lined sidewalks. The centre is devoted to both pedestrians and local vehicle traffic.

The houses are only two storeys in height, some entrances are below sidewalk level for basement suites, recognized by stairs down to their front door. The main floor units are six or seven steps up from the sidewalk and porches project into the garden. Across is a small square surrounded on three sides by three storey offices. Two of these buildings are renovated Armoury buildings.



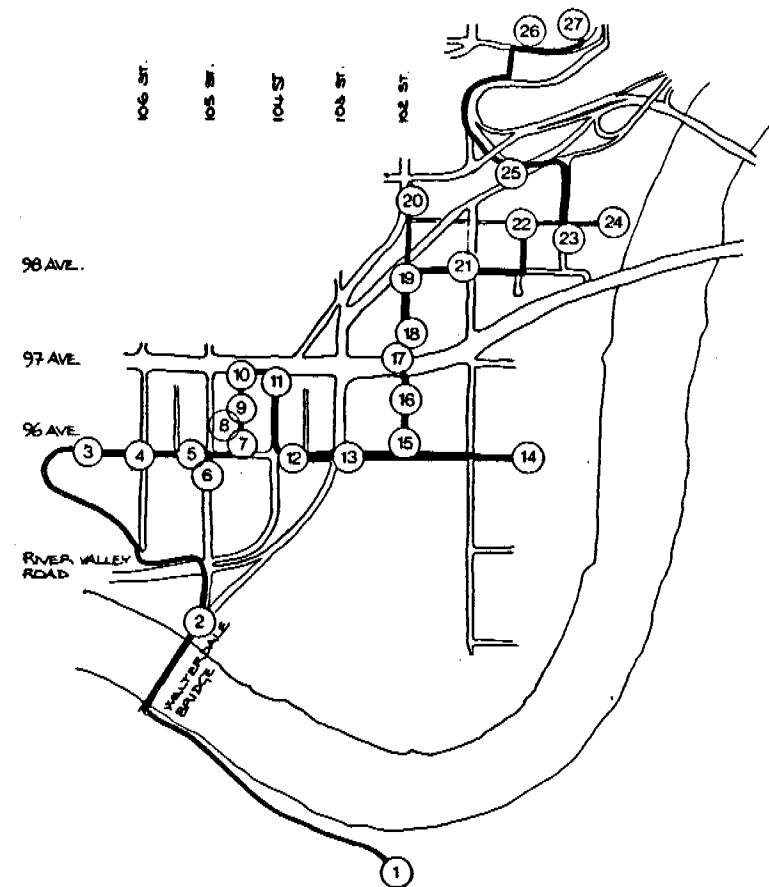


19. Bottom of the 102 Street Stairway

A small plaza at the crossing between 102 Street and Rosssdale Road adds to the continuity of the route to Downtown. From it the 102 Stairway looms up flanked by a double colonnade of trees and low hillside housing. The top of the stairs is dramatically defined by a highrise apartment tower, marking the beginning of the highrise development in the Downtown.



Walking Tour Key Plan.





20. Top of the 102 Stairs

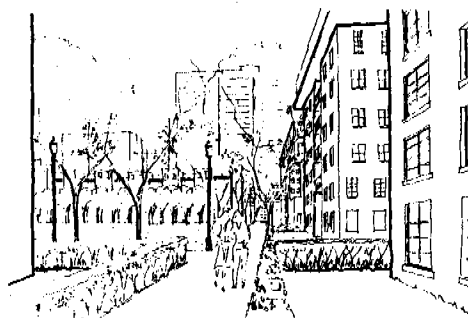
From the top of the stairs we look back to the Rossdale and Valley at our feet. The grand stairway is an obvious and essential link between Downtown and the community. Decorative lights define it, the hillside housing fronts it, gardens add colour and broad terraces with seating offer places to relax and enjoy the view. Balconies and terraces on top of the buildings also offer views.



21. Diamond Park Along The South Side

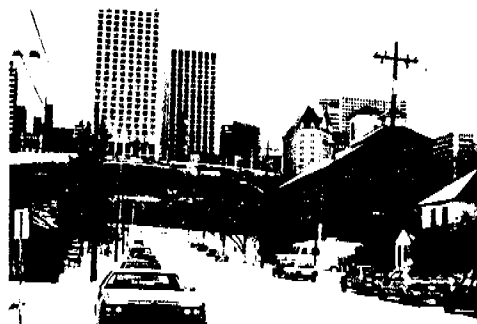
We walk back down the stairway to 102 Street, turn left through the portal onto 98 Avenue and ultimately arrive at Diamond Park. The park is enfronted on all four sides by six storey residential buildings. The park itself remains an open field circumscribed by a walkway, seating, and lighting between a double arcade of trees. At the south end of the park small galleries mark each corner. The pair depict the site's historical significance as the place where Alberta joined Confederation in 1905. In addition, they act as bookends to a garden at the edge of 98 Avenue.





22. Diamond Park Along The North Side

We stand near the intersection of two mews streets looking west through the park and beyond to the hillside housing and its stairway that ultimately meets 102 Street Stair. This is a very quiet corner of the park without any vehicle traffic. 'Villa' type apartment houses front the park's north edge.



23. 100 Street

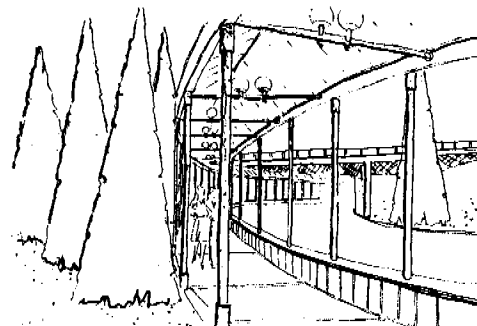
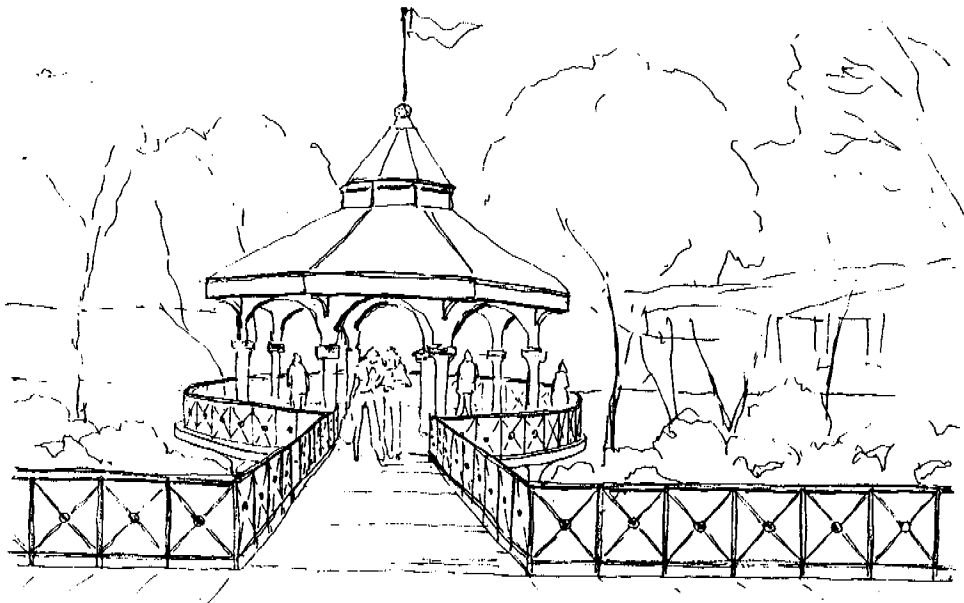
At this point the most prominent part of the street is the Brewery. It has been retained and renovated as a public entertainment centre piece, in keeping with the theme of the park as a Downtown waterfront attraction. The other side of the street is lined by specialty shops with homes above.





24. The Brewery Park Pier

The viewpoint terminating the east-west axis from the top of the 102 Street Stair is a riverfront pier. It is a place to sit and both "watch the river go by" and see up to Downtown from the same point.



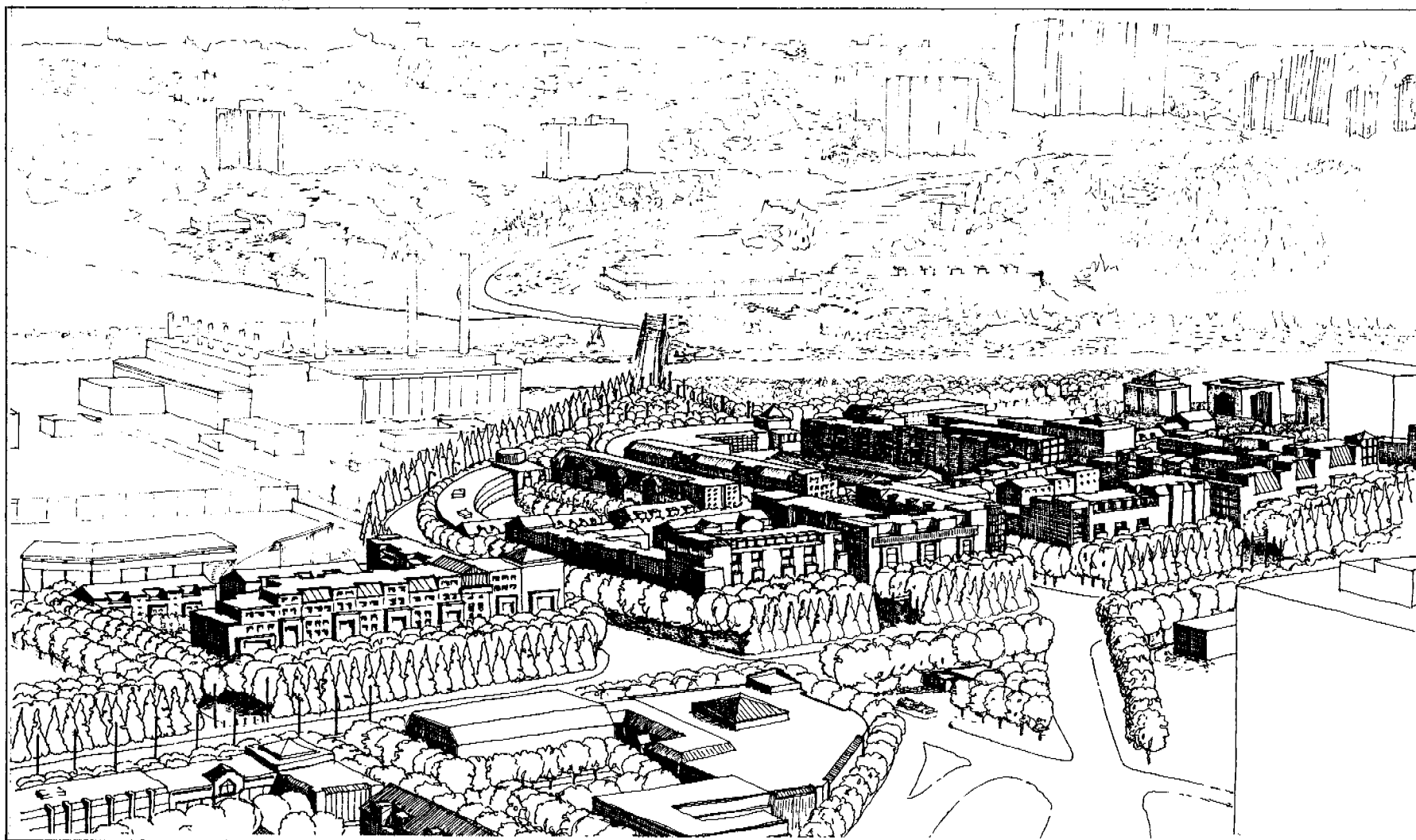
25. The McDougall Hill 'Super Sidewalk'

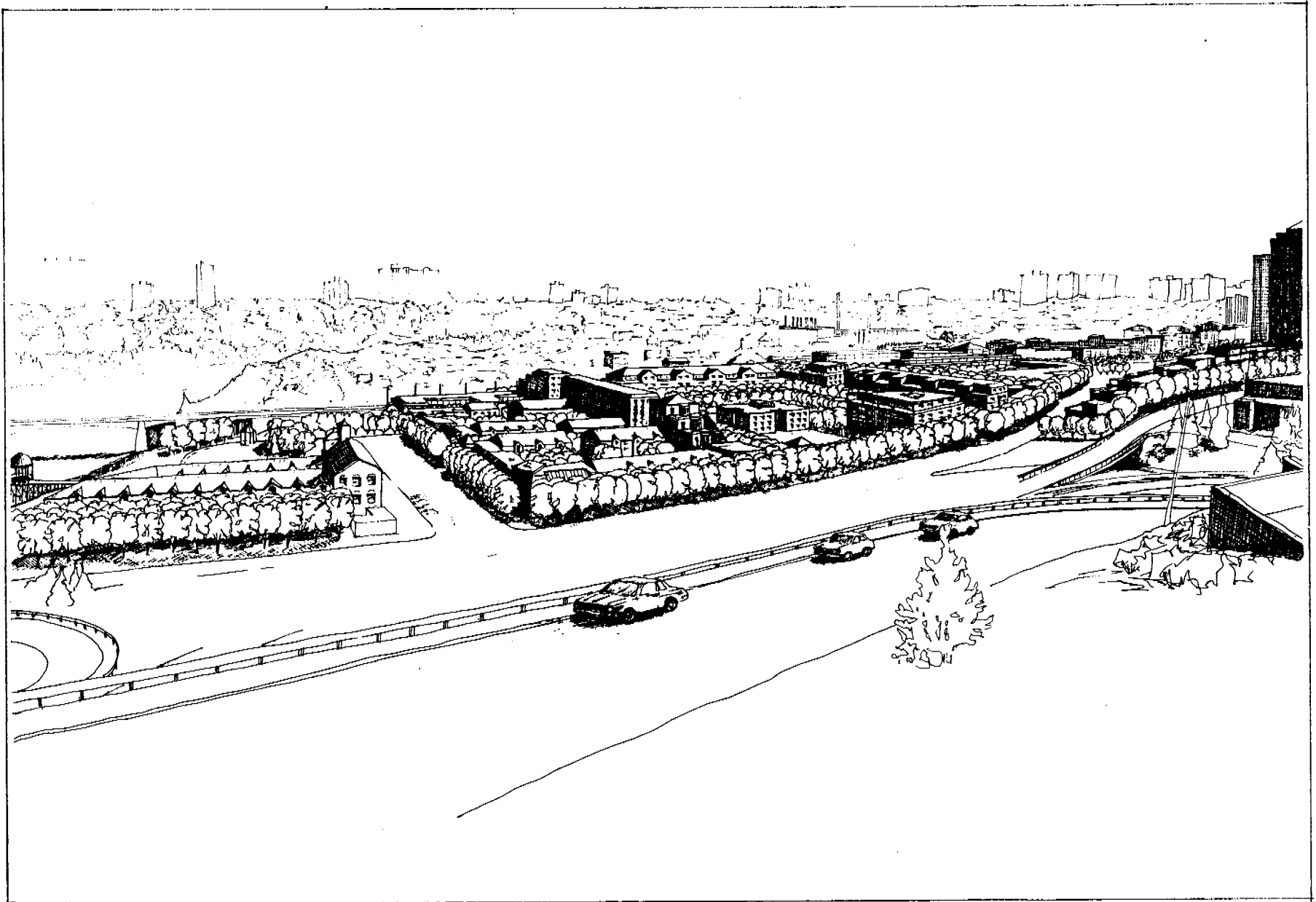
The 'Super Sidewalk' leads us out of the Brewery Park and up to Downtown following an alignment along the roadway. Its colour, prominence and scale make it an easy route to find and follow. It is a convenient pedestrian access by its directness, the shelter it offers, and its special decorative lighting.



26 and 27. The Views From Downtown

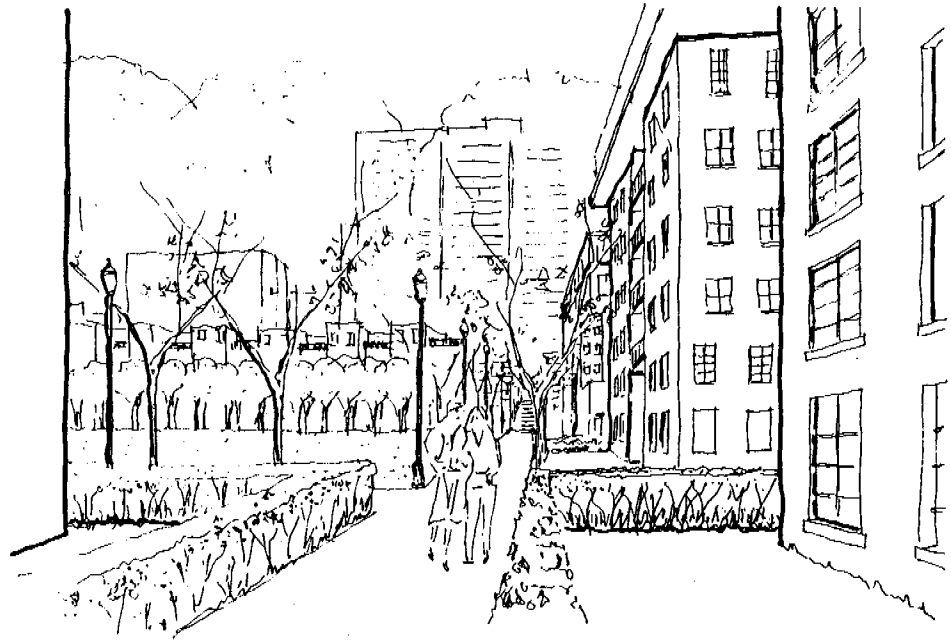
From Downtown we gain an overall impression of the Rosedale community from the river to the Legislature nestled at the foot of the Downtown.





SECTION D

HOW TO GET THERE FROM HERE



"Innovative ends are achieved by innovative means and hence by challenging or ignoring existing formats and standards."
(from Creating A Livable Inner City Community - Vancouver's Experience)

To ensure North and West Rosedale become a reality in a relatively short term in the context of the Implementation Report, two fundamental requirements must be satisfied: commitment and achievability. Here the City has an essential role as steward of the public lands and the majority owner of the private buildable lots. The City's commitment must be bold. North and West Rosedale must have a unique priority. Much of the two areas is in 'ruins', that is, it has been neglected and become a repository for regional facilities and regional arterials. To reclaim it as a part of the neighbourhood the City must demonstrate its willingness to take a risk equal to if not greater than that of other participants. It must instill a sense of trust and a willingness to share the opportunity, commitment, and responsibility with other participants, principally the proponents of building projects, while being responsible for overall direction.

It must adopt a new approach that this community is unlike any other in the city. Its first commitment is to initiate projects for improving public spaces prior to anticipated building development. The City must commit itself to building these projects, phased over time so that they are achievable and one step ahead or in sequence with housing. The City's investment in the project should be clearly to public improvements that enhance the community's livability. The community, its streets, housing forms, guidelines are only sensible and logical if the public improvements are undertaken.

The second commitment is to share the overall neighbourhood vision with proponents to ensure the effectiveness of the public improvements. The first step is to heavily promote the project to generate a greater constituency that shares the vision and desire to achieve the reality. The second step is to share the overall neighbourhood vision with housing proponents to ensure the effectiveness of the public improvements. The City must be prepared to guide and direct the form of new housing through qualitative guidelines to enable a high degree of livability for the whole neighbourhood.

A number of first steps to initiate the project are identified at this early stage. They include:

- * Approaching the Provincial and Federal governments to investigate and secure various forms of participation and potential funding.
- * Approaching potential proponents to elicit interest in the area and critical projects. (The Brewery Park and the Provincial government 'Villa' sites have been discussed among the project team as first phase projects involving proponents.)
- * Establishing the concept, image, and feasibility for facilities in the Brewery Park.
- * Developing site specific guidelines for parcels as part of the terms of reference for development.
- * Investigating lotting and street alignment in North Rosssdale.
- * Establishing new lot lines parallel with Rosssdale Road and 97 Avenue.
- * Ascertaining the market and the financial feasibility for sites given the direction of the guidelines.

As part of implementation it is recommended an urban design review panel be established, particularly for the medium density areas, to ensure an on-going and coordinated design approach and vision throughout the implementation of the project for both public improvements and private building proposals. The panel would use the "Urban Design Strategy for Rosssdale" as the terms of reference as the project is implemented giving all participants and proponents a common ground for direction, discussion, and evaluation.

It is suggested the panel be appointed by City Council to act in an advisory capacity to the City and the project development coordinator. It should be composed of a small number of people, perhaps five:

- 1 City Representative
- 1 Member From The Public-At-Large
- 2 Urban Designers (1 Architect, 1 Landscape Architect)
- 1 Representative of the Development Industry

All public improvement projects should be undertaken with a sense of urgency to ensure the marginal use of the lands is not perpetuated. The City should build a remarkably memorable set of public improvements indicative of the anticipated quality and imminent change. They should include:

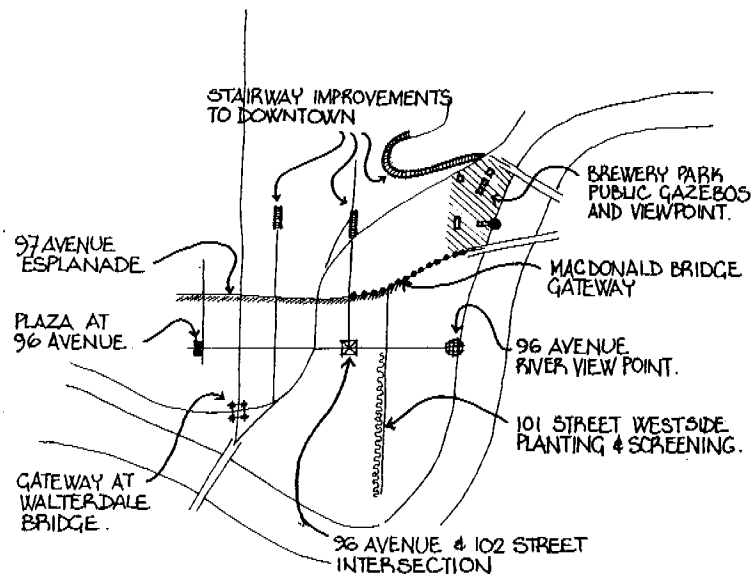


Fig.148 First priority public improvements.

- First Priority - The objectives for these projects:
- to show positive things are being done through modifications to traffic lights, and installation of planting.
 - to improve pedestrian access throughout the community and to Downtown.
 - to be highly visible and tangible.

Projects:

- * 97 Avenue Esplanade (the Province should be approached for funding as part of the C.C.R.P.)
- * Legislature entrance and plaza at 96 Avenue (to be built by Province on the Legislature Grounds)
- * 96 Avenue and 102 Street intersection.
- * 96 Avenue river viewpoint.
- * 101 Street west side planting and screening.
- * Stairway improvements to Downtown.
- * Brewery Park - public gazebos and viewpoint.

Second Priority - These projects are to provide the finely detailed public places described in the urban design guidelines.

Projects:

- * 96 Avenue Street improvements.
- * 102 Street promenade.
- * Public Garden.
- * Diamond Park.
- * Donald Ross Park.
- * Ross School re-opened and community centre expanded.
- * Complete C.C.R.P. from South Rosedale to Walterdale Bridge.
- * Pedestrian Bridge to the south side.
- * John Ducey Park relocated.
- * Additional street end viewpoints along the C.C.R.P.
- * Relocate Fire Department facilities and develop community park.

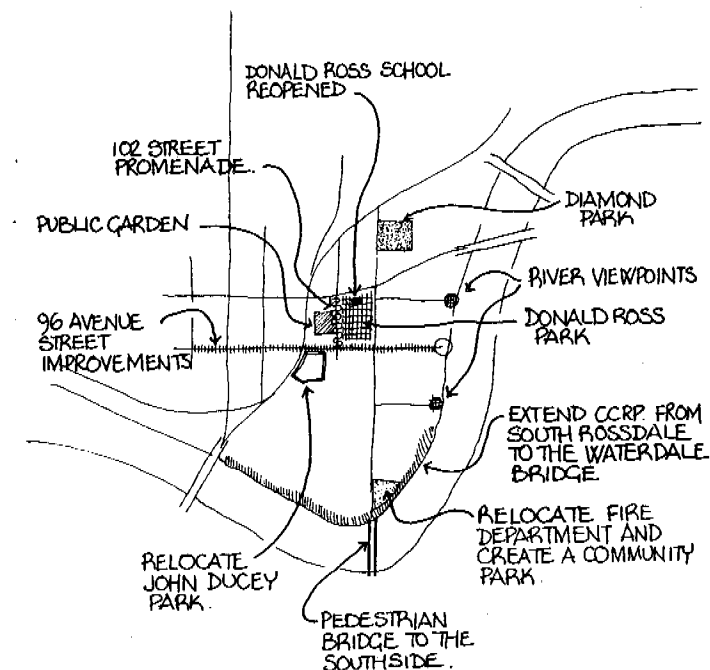


Fig.149 Second priority public improvements.



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Section D - How To Get There From Here

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APPENDIX B

PHOTO CREDITS

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APPENDIX C

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