

WELCOME!

West Rosssdale Roads and Public Realm Improvement Project

Public Meeting

September 10, 2013

5 - 8 p.m.

Please take a comment form, visit the stations around the room to view the draft concept plans and design elements, and talk to members of the project team.

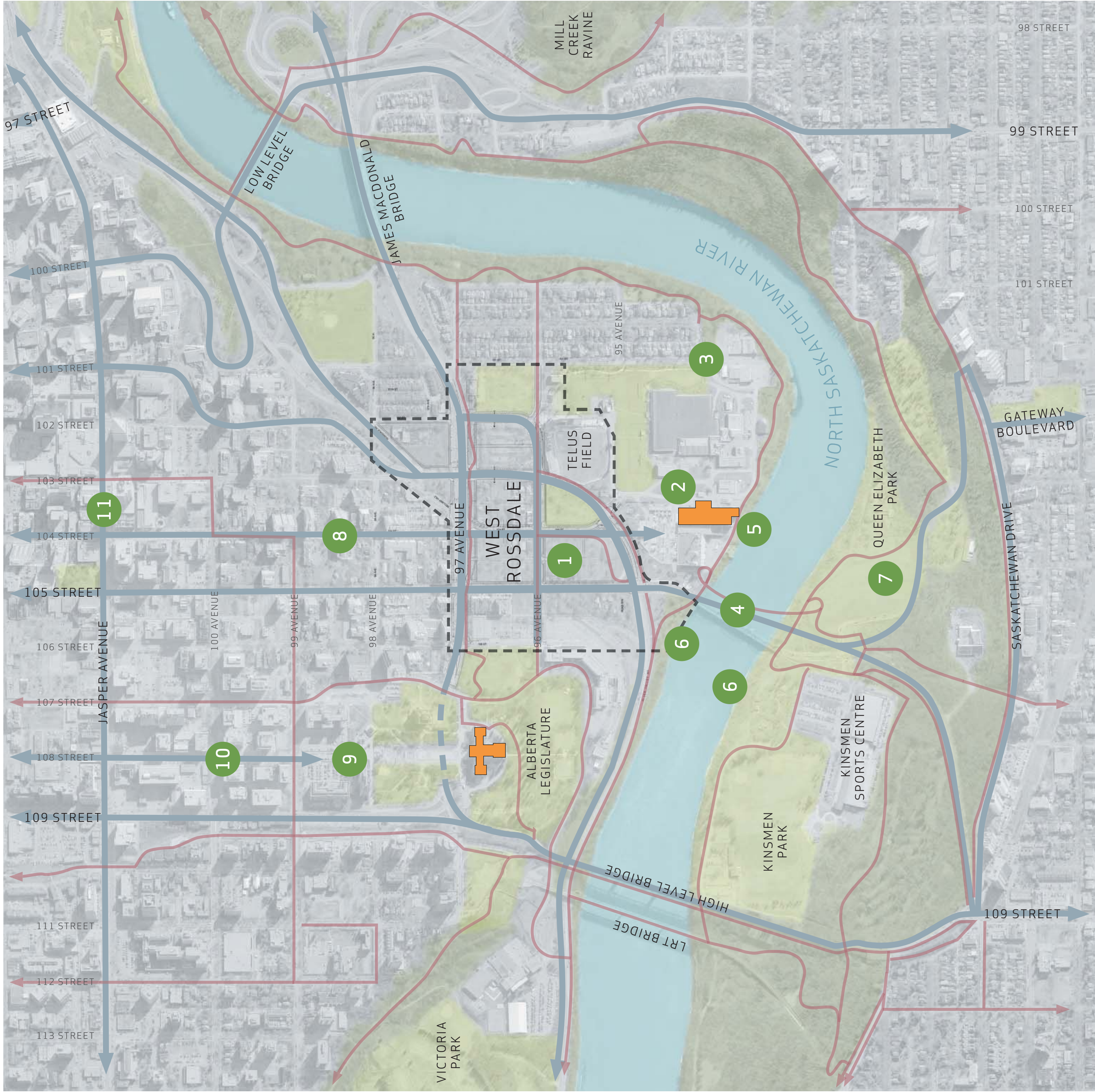
Drop your completed comment form in the basket by the door before you leave.

There will be a presentation at 5:30 p.m. that will be repeated again at 7 p.m.

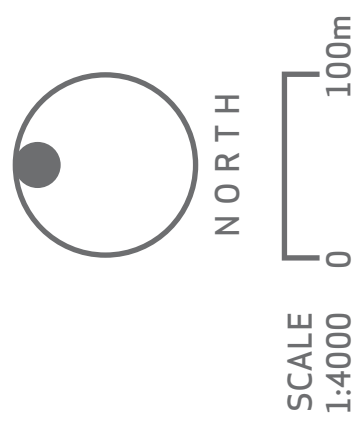
Thank you!



COORDINATION WITH OTHER PROJECTS



- ADJACENT INITIATIVES
- 1 Implementation of the West Rosedale Urban Design Plan
 - 2 Re-purposing of EPCOR Generating Station
 - 3 Fire Station and Water Rescue
 - 4 Replacement of Walterdale Bridge
 - 5 “Touch the Water” Promenade
 - 6 Boat Dock (Alternate Locations)
 - 7 Queen Elizabeth Park Master Plan
 - 8 104 Street Promenade
 - 9 Federal Building Centennial Plaza
 - 10 Capital Boulevard
 - 11 Jasper Avenue New Vision
- Urban Design Plan Study Area
- Bicycle Network



PROJECT & MEETING PURPOSE

The West Rosssdale Roads and Public Realm Improvement project is part of the implementation of the West Rosssdale Urban Design Plan.

The intent of this project is to revitalize and improve the appearance and function of the area for pedestrians, cyclists, motorists and community members. This will support the creation of a sustainable, vibrant, and well-designed neighbourhood that is accessible by a variety of transportation modes and users.

At this meeting you will be able to:

- View displays and listen to presentations about the alternative concepts.
- Provide feedback on the draft concept plans and various design elements.
- Talk to the project team and ask questions.

DESIGN OBJECTIVES



West Rosssdale Urban Design Plan Key Objectives Are High Level and Broadly Focused

Create a complete, mixed-use, highly livable, walkable and sustainable community that is connected to Downtown, the Legislature Grounds, Capital City Parks, the surrounding neighbourhoods and the north bank of the North Saskatchewan River Valley.

Honour and respect thousands of years of history and the designation of historical places and structures.

Enhance West Rosssdale as a main entrance or gateway to Downtown while promoting and integrating sustainable transportation alternatives and a diversity of public open spaces and recreation alternatives.

West Rosssdale Roads and Public Realm Improvement Project Key Objectives Are Focused on the Scope of the Roadways

Ensure that the roadway modifications are aimed at the facilitation of the West Rosssdale Urban Design Plan intent while providing an innovative, sustainable, safe and efficient multi-modal system.

Respect the heritage and archeological significance of the area and aim to minimize impacts, and celebrate its significance wherever possible.

Support the development of marketable parcels of land adjacent to the roadways and avoid requiring developable land for road right-of-way whenever possible.

Connect to and reinforce pedestrian circulation systems within the neighbourhood to Downtown, the River, south and north Rosssdale and the Legislature Grounds.

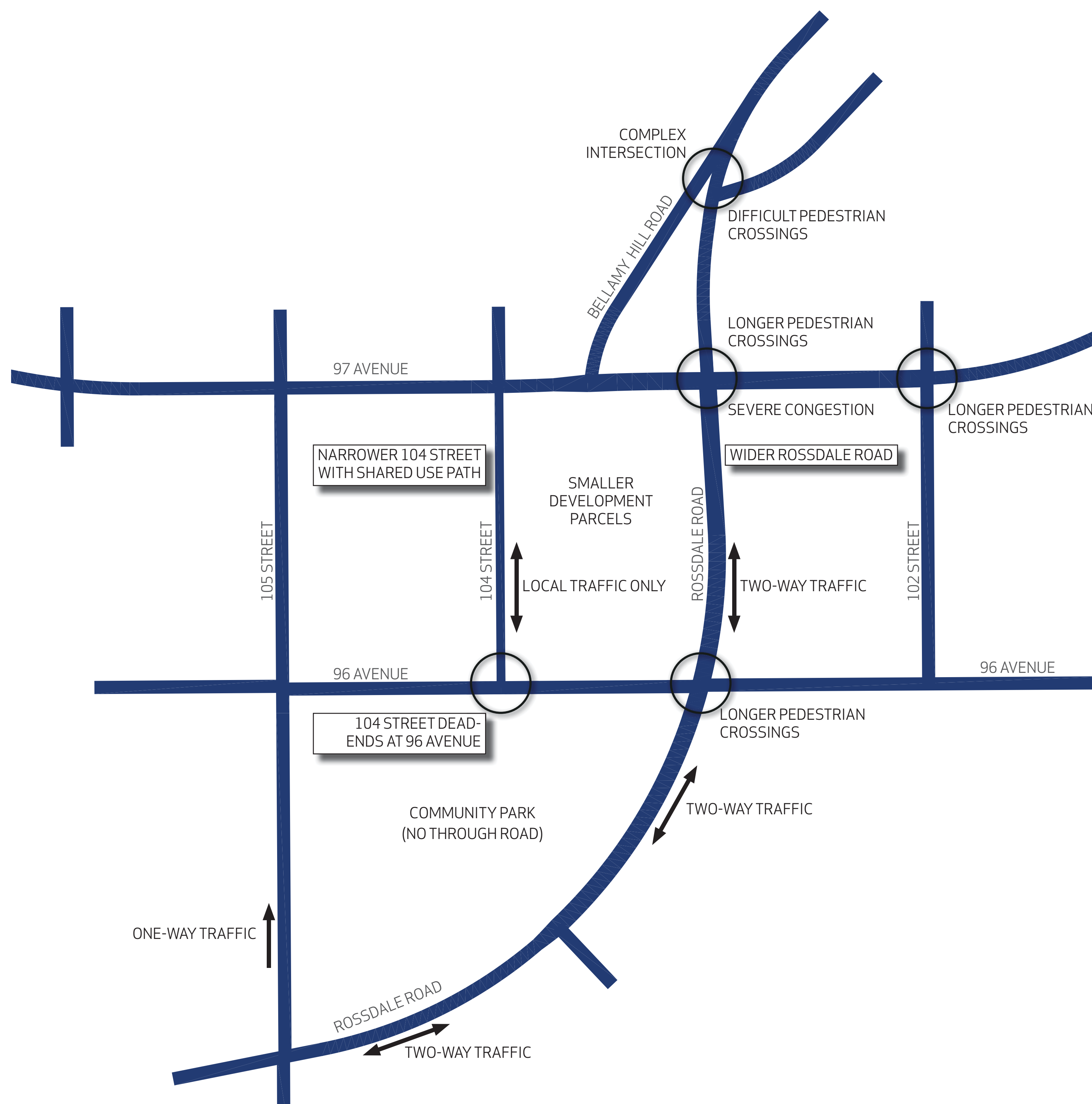


WHY IS THERE A PREFERRED PLAN?

In -depth analysis revealed concerns that were at odds with the Project Objectives:

- Widening Rossdale Road for two-way traffic **will reduce the amount of land available for redevelopment** on both sides of Rossdale Road
- **Pedestrian crossings** of West Rossdale Road and 97 Avenue **will be longer** and more uncomfortable to cross
- A two-way Rossdale Road will be **much wider, carry more traffic** and be a **barrier to community interaction**
- A two-way Rossdale Road **will increase congestion** on Rossdale Road and 97 Avenue; this **will lead to shortcutting** through the residential portions of the Rossdale community, east of Rossdale.

COMPARATIVE PLANS



ORIGINAL URBAN DESIGN PLAN (UDP) ROADWAY NETWORK

Rossdale Road and 104 Street currently operate as one-way streets. This alternative would convert 104 Street into a local street from 97 Avenue to 96 Avenue; the remainder between 96 Avenue and Rossdale Road would be absorbed into a park. Rossdale Road would be converted into a wider four-lane divided two-way roadway from 105 Street to 97 Avenue.

ADVANTAGES

- Alternative based directly on the approved West Rossdale Area Redevelopment Plan (ARP).
- Rossdale Road will be expanded and will carry more traffic, allowing closure of 104 Street at 96 Avenue.
- The closure of 104 Street south of 96 Avenue will allow for development of a large community park and will reduce traffic within West Rossdale.
- 104 Street will be a neighbourhood oriented local street with the addition of a parking lane and the removal of one through lane.
- A two-way shared-use path will be developed along 104 Street.

DISADVANTAGES

- An expanded Rossdale Road will carry more traffic and will be more congested. This may lead to shortcutting through the neighbourhood.
- The widened roadway will mean longer pedestrian crosswalks and a greater physical barrier between west and east Rossdale.
- The widened Rossdale Road will use land otherwise available for redevelopment.
- The closure of 104 Street south of 96 Avenue will limit access to the repurposed power plant.
- Traffic operation at the 97 Avenue/Rossdale Road intersection will be severely degraded.
- Increased potential for archaeological impacts due to significant upgrades to Rossdale Road.



PREFERRED PLAN

Rossdale Road and 104 Street currently operate as one way streets. As compared to the Urban Design Plan (UDP) Alternative, this alternative retains the one-way operation on Rossdale Road and 104 Street but disperses traffic amongst these and other roads such as 96 Ave and 102 Street (east of Rossdale Road); this allows these roads to shrink in width and numbers of traffic lanes.

ADVANTAGES

- Traffic diffusion means retaining the width of some roads and narrowing other roads
- Rossdale Road will be narrower with fewer traffic lanes. Pedestrian circulation along and across most roads will be improved by having more space and shorter street crossings.
- 104 Street will become a more neighbourhood oriented roadway with the addition of a parking lane and the removal of one through traffic lane. This will create more favorable commercial development opportunities at the corner of 104 Street and 96 Avenue.
- Access to the re-purposed Rossdale power plant will allow for better vehicular access and be more pedestrian friendly.
- Keeping the existing streets largely in place maximizes the land available for redevelopment.
- Maintaining a similar road alignment means less potential for archaeological impacts.
- Construction costs would be significantly less as the roadway alignments would generally remain within the existing right-of-way.
- Traffic operation on 97 Avenue, Rossdale Road, 105 Street and 104 Street would remain largely unchanged.

DISADVANTAGES

- 104 Street will remain open as a through street and carry rush hour commuter traffic,
- 96 Avenue and 102 Street will carry right turning commuter traffic from Rossdale Road and direct it to 97 Avenue via 102 Street.
- 104 Street will bisect the proposed park in the southern area of the neighbourhood, creating two smaller green spaces rather than one contiguous space. This may limit the range of options for the park site.

EXISTING ROADWAY PLAN



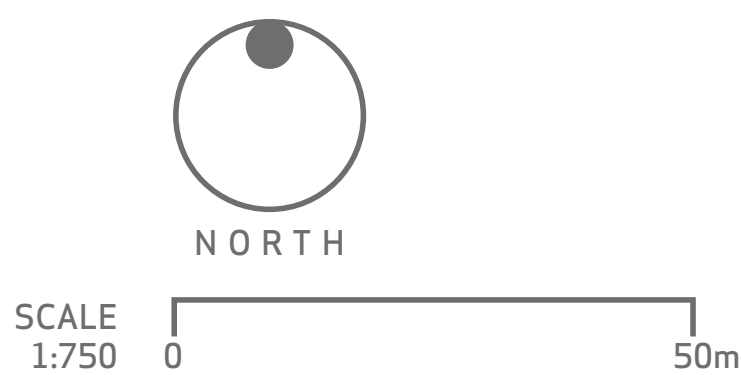
ROADWAY CONCEPT PLAN ORIGINAL URBAN DESIGN PLAN (UDP)



UDP OBJECTIVES (SAME FOR BOTH PLANS)

- 1 97 AVENUE • GRAND BOULEVARD**
 - 97 Avenue is proposed to be developed as a Grand Boulevard, an axial complement to 108 Street (Capital Boulevard) leading to the Legislature, and a gateway experience into the City.
 - Preserve the visual prominence of The Alberta Legislature from the James MacDonald Bridge ramp.
- 2 105 STREET**
 - 105 Street is proposed to be developed both as a major entrance into the downtown in association with the future Walterdale Bridge.
 - It is also to be a community oriented street with predominantly residential addresses.
- 3 106 STREET, 104 STREET, AND 102 STREET • GREEN STREETS**
 - These alternating local streets may offer the potential to create sustainable infrastructure such as rain gardens and local amenity using native plant species, especially along 104 Street and 102 Street.
- 4 ROSSDALE ROAD**
 - Rossdale Road is proposed to be maintained as a one-way traffic route.
- 5 96 AVENUE • COMMUNITY STREET**
 - 96 Avenue is proposed to be developed as a community street with retail support services and amenity for the Rossdale community, users of the Alberta Legislature grounds, McKay Avenue and surrounding parks and river.
 - Offer a direct link from the south grounds of the Alberta Legislature to South Rossdale and the North Saskatchewan River.
- 6 SUN AND MOON GALLERY (FORMER DONALD ROSS SCHOOL)**
 - Maintain the play field to the south of the school building as it is owned by the City of Edmonton
 - The field perimeter is to be designed to enhance the perception that the area is common central open space for the three areas of Rossdale: North, South and West.
- 7 105 STREET ENTRANCE GARDENS**
 - The 105 Street Entrance Gardens are proposed to create a significant open space that celebrates the entrance to the city, enables clear sustained views to the Legislature and offers a series of routes for pedestrians and cyclists to the river.
 - The gardens are to integrate and connect with the new Walterdale Bridge, the proposals in the adjoining grounds of the Legislature, proposed Rossdale Park, and adjoining roadways.
 - The gardens are to respect the Traditional Burial Grounds and Old Fort Edmonton Cemetery, as well as interpret the history and archaeology of the site and surrounding areas including HBC warehouse and John Walters Ferry Landing.
 - The gardens are to be visually stimulating throughout the seasons for both motorists and pedestrians using the park.
- 8 ROSSDALE PARK**
 - The park is to be the primary open space directly associated with West Rossdale that also serves the broader community. It is also the primary site of archaeological investigations. It is the site of 3300-2000 years BP (before present) old projectile point.
- 9 BLOCK INTERIOR OPEN SPACES**
 - Create small-scaled public realm complementary to the perimeter streets to enrich the overall neighbourhood pedestrian experience. They also offer a clear local vehicle access route to underground parking entrances. Several garden squares are proposed within the centres of blocks.

--- WEST ROSSDALE URBAN DESIGN PLAN BOUNDARY
-.- LIMIT OF WEST ROSSDALE ARTERIAL ROADS AND PUBLIC REALM IMPROVEMENT PROJECT



ROADWAY CONCEPT PLAN PREFERRED PLAN

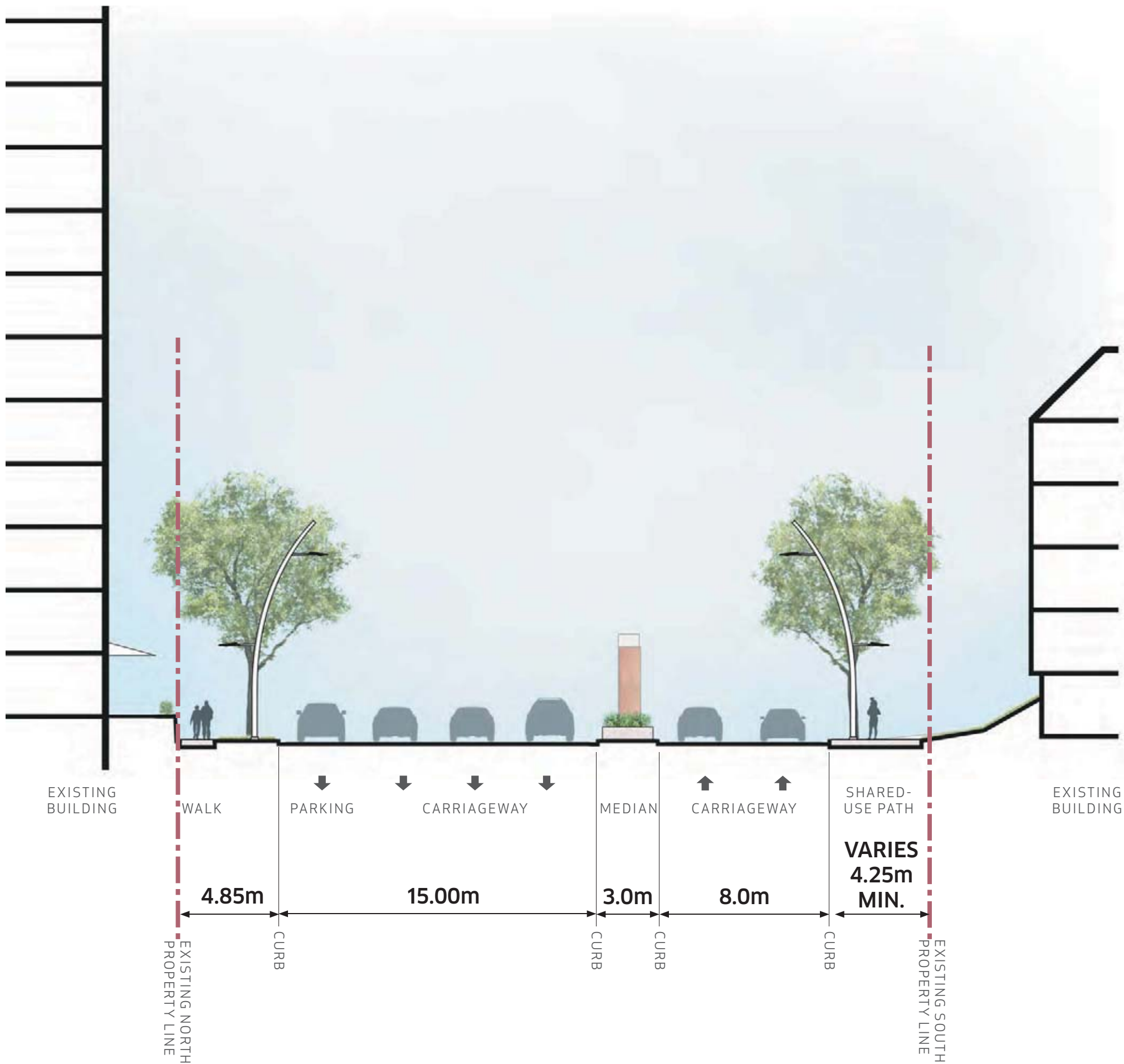


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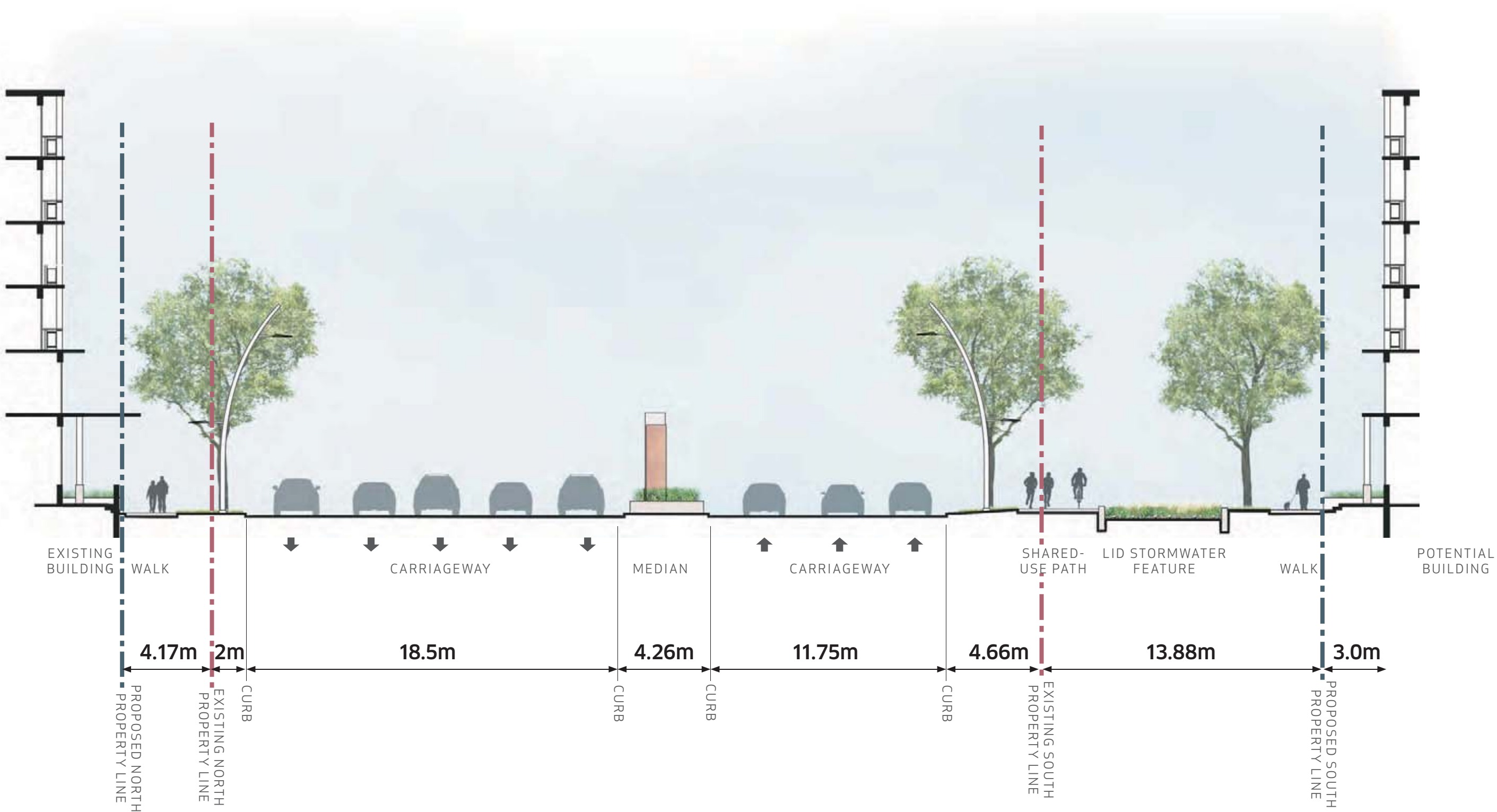
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97 AVENUE CROSS SECTIONS



SECTION A - 97 AVENUE LOOKING EAST - ORIGINAL URBAN DESIGN PLAN AND PREFERRED PLAN



SECTION B - 97 AVENUE LOOKING EAST - PREFERRED PLAN*
* ORIGINAL UDP REQUIRES ADDITIONAL LANE

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