



Rossdale Neighbourhood Renewal

Urban Design Analysis | Chapter 3: Draft Design

April 2026

Urban Design Analysis

Edmonton

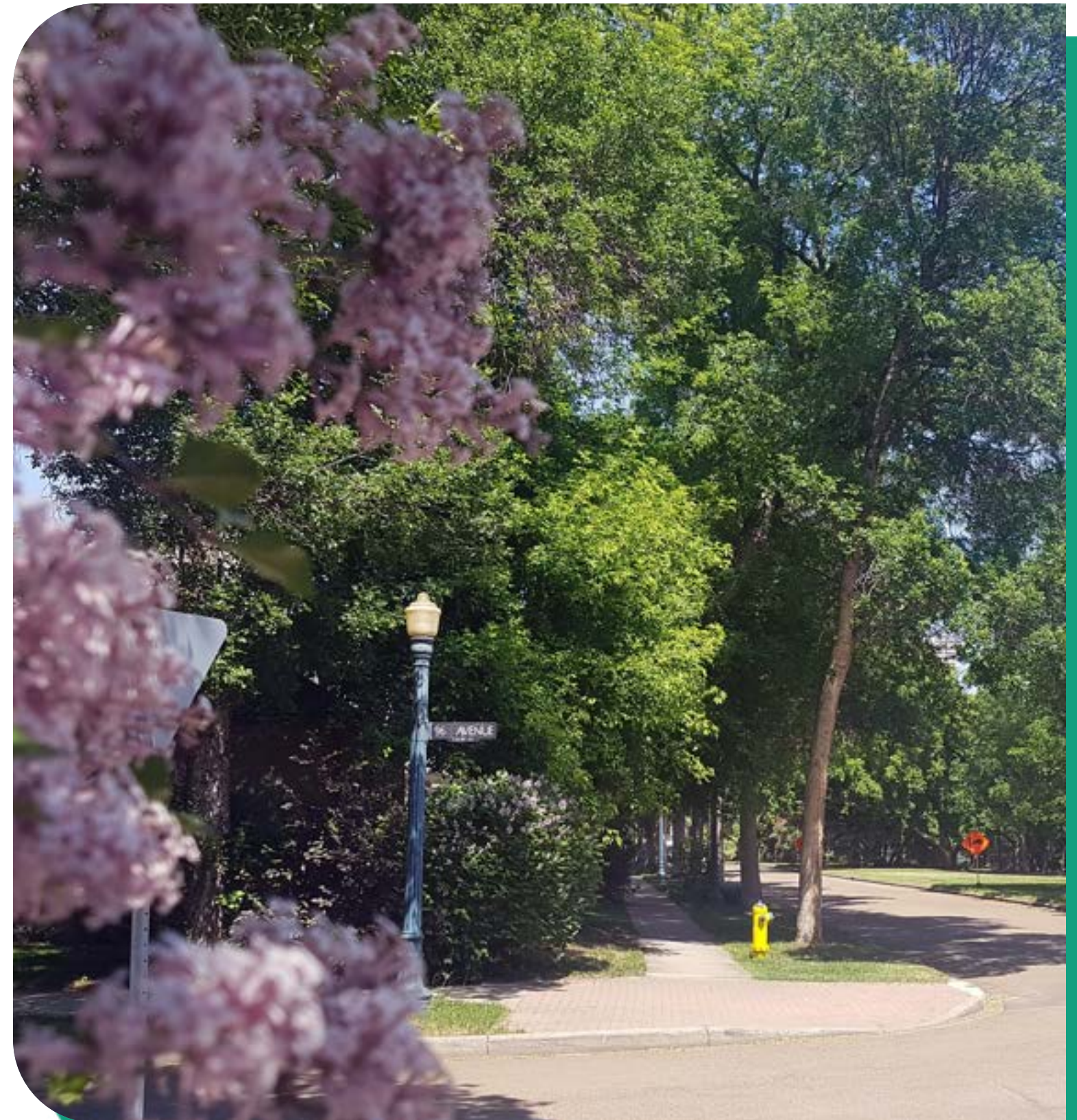
Land acknowledgment

The City of Edmonton acknowledges the traditional land on which we reside, is in Treaty Six Territory. We would like to thank the diverse Indigenous Peoples whose ancestors' footsteps have marked this territory for centuries, such as nêhiyaw (Cree), Anishinaabe (Saulteaux), Nakota Isga (Nakota Sioux), Niitsitapi (Blackfoot), and Dene peoples. We also acknowledge this as the Métis' homeland and the home of one of the largest communities of Inuit south of the 60th parallel. It is a welcoming place for all people who come from around the world to share Edmonton as a home. Together we call upon all of our collective, honoured traditions and spirits to work in building a great city for today and future generations.



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Chapter 3 – Draft Design



97 Avenue at 101 Street

1 Introduction

The draft design for Rossdale Neighbourhood is presented in this design booklet. It outlines the City policy and program information, technical requirements and public engagement input used to make draft design decisions. This design booklet also shows how the draft design implements the community Vision and Guiding Principles for Neighbourhood Renewal in Rossdale.

The draft design includes changes to walking, biking and rolling. It addresses gaps and opportunities identified in the Urban Design Analysis Chapter 1: Background Report and Chapter 2: Neighbourhood Vision and Opportunities and through public engagement input.

Rossdale is adjacent to a Priority Growth Area.

Priority Growth Areas are parts of the city expected to experience the fastest population growth as the city expands to 1.25 million people and beyond. These areas are designed to support all types of movement— especially walking, rolling and biking—to create safe and more balanced streets for everyone.

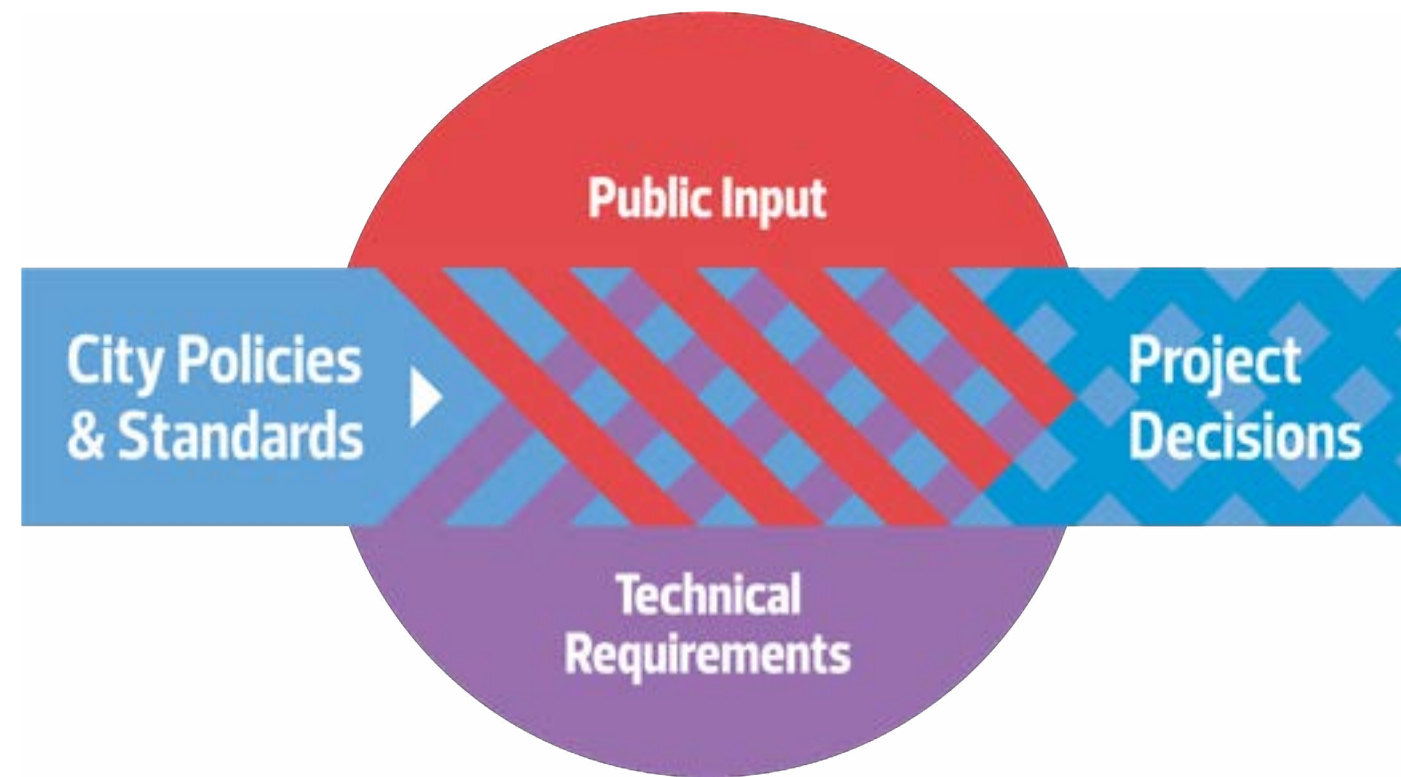


Decision making process

For Neighbourhood Renewal projects, the City of Edmonton makes decisions using a combination of policy and program information, public input, technical requirements and available funding.

City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from residents who live, work and play in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood.

This approach ensures the decisions we make are fiscally responsible, align with best practices and consider land uses, neighbourhood activities and existing public and private infrastructure.



Draft Design – REFINE

At the Refine level of influence, residents provide input to help the Project Team understand what elements best reflect community needs and priorities. All feedback is carefully considered, with possible adjustments made to how features such as crossings, pathways, green spaces or traffic-calming measures are designed or located to better fit the neighbourhood while meeting technical and policy requirements.



City policies and programs

There are many City policies and programs that guide the design. These outline what the Project Team needs to think about – things like traffic safety, green infrastructure and active mode connections. Below are some of the key policies and guidelines that influence Neighbourhood Renewal projects and are most helpful for understanding the design.

You can read more at edmonton.ca by searching the document title or clicking on the links provided.



Accessibility for People with Disabilities Policy

- + Ensures the needs of people with disabilities are considered in City programs, services, practices and spaces
- + As neighbourhood infrastructure is rebuilt it should support all ages and abilities throughout the lifecycle of the infrastructure and the people who will live, visit and work there



Active Transportation Policy

- + Encourages active transportation in neighbourhoods and connections throughout the city
- + Directs improved opportunities within the Rossdale Neighbourhood Renewal design for people to walk, roll and bike



Bike Plan

- + Supports the vision of a connected and accessible city by guiding design choices that help people feel safe and comfortable riding their bikes in all seasons
- + Identifies ways that Rossdale Neighbourhood Renewal can connect bike routes in the surrounding areas to expand the active transportation network



The City Plan

- + Sets strategic direction for the way Edmonton grows, its mobility systems, open spaces, employment and social networks, generally touching on most aspects of life in Edmonton
- + Renewal provides a tangible opportunity to bring The City Plan to life on our streets and in our public realm through implementation of a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities



Corporate Tree Management Policy

- + Supports the care, renewal, and growth of Edmonton's urban forest
- + If trees need to be removed during renewal construction, new trees will be planted in the neighbourhood to replace the value of those that were removed



Curbside Priorities Framework

- + A toolkit to help prioritize curbside space for different functions equitably and strategically. It identifies target percentages for different curbside functions based on the block's existing and planned context
- + Provides direction to reduce dedicated street parking for streets located within a node, corridor, pedestrian priority area, bike connection or transit connection



District Policy and Central District Plan

- + Guides where growth, development and investment in infrastructure and amenities are encouraged across Edmonton, further detailing the vision set out in The City Plan
- + Includes contextual and area specific information that influences the renewal design, such as the location of priority growth areas, pedestrian priority areas, nodes and corridors



North Saskatchewan River Valley Area Redevelopment Plan

- + Guides how land use and development decisions are made in the North Saskatchewan River Valley and Ravine System, guiding the protection and restoration of natural assets
- + Rossdale is fully within the plan area. Existing transportation infrastructure and uses are supported and the plan outlines the requirements that renewal must follow through design and construction



Safe Mobility Strategy

- + Supports initiatives to manage driver speeds and shortcutting to increase safety for all road users
- + Provides direction to build bike routes and facilities that prevent injuries and encourage more people to bike and use active modes of transportation
- + Informs renewal design that makes neighbourhoods safer and livable for everyone and supports Vision Zero

Technical requirements and constraints

Technical requirements and aspects such as roadway widths and constraints with utilities and trees determine what designs work well in the neighbourhood. The following key technical considerations influenced the draft design:

Existing infrastructure constraints (utilities, trees and landscaping)

- + Prioritizes saving existing trees by carefully considering the placement of new sidewalks, shared-use pathways, bike routes and other infrastructure. There are a few locations across the neighbourhood in which the removal of a tree could not be avoided
- + Considers the locations of underground and surface utilities such as water mains, hydrants, sewer lines and power lines to avoid conflicts as much as possible. Some adjustments and relocations will be required to hydrants
- + Relocates of some existing street lights for new sidewalks and crossings are required

City of Edmonton Design and Construction Standards including Complete Streets

- + Provides direction for the design and construction of roads, sidewalks, bike lanes and shared pathways, measures to slow traffic, and enhanced intersections (particularly around crosswalks)
- + Directs designing for accessibility, winter conditions, climate resilience and traffic safety

Transportation Association of Canada (TAC) Standards including Geometric Design Guide for Canadian Roads and Manual of Uniform Traffic Control Devices

- + Supplements City of Edmonton Complete Streets design and construction standards for the design of roads, sidewalks, bike lanes, traffic calming, street lighting and signage

Crime Prevention Through Environmental Design (CPTED)

- + An approach to designing the built environment that aims to reduce crime by making spaces visible, inviting, connected, and including natural deterrents.

Public input

The City of Edmonton seeks input from citizens to help guide the project. The role of this public engagement is to help the Project Team understand what is important to Rossdale community members and how Neighbourhood Renewal decisions will affect them.

Community feedback on the previous **Exploring Options and Tradeoffs** stage is summarized in the [What We Heard Report](#).



Vision and guiding principles

Vision

Rosssdale is a vibrant and inclusive community that blends rich Indigenous histories with an exciting future. Reflecting its unique location between a growing downtown and the North Saskatchewan River Valley, Rosssdale is a community where residents and visitors can easily access active urban life and connect with the beauty of nature. Rosssdale is a growing destination for Edmontonians, visitors, and businesses.

Guiding Principles

The Guiding Principles will be referenced throughout the document using the symbols shown below:



1. Respect the rich cultural and Indigenous heritage of the area



3. Enhance access to amenities within and outside the community



2. Create an inclusive and welcoming neighbourhood for all



4. Improve the experience of people walking, biking, and rolling for all ages in all seasons



2 Draft design overview

Rossdale draft design includes:

Active transportation

- + Sidewalk replacement, including widening where possible (pending a local improvement decision)
- + New walking and biking connections
- + Crossing enhancements, such as curb extensions and raised crossings
- + Curb ramps added and replaced

Roadways

- + Full road pavement, curb and gutter replacement
- + Upgrade street lights with LED luminaires
- + Intersection improvements
- + Traffic calming measures
- + Adjusting roadway widths to:
 - + Meet current City standards
 - + Encourage slower vehicle speeds
 - + Provide space for other features such as shared pathways, boulevards or bike lanes
- + Changes to parking
- + Changes to traffic signs
- + Drainage improvements, including grading adjustments and Low Impact Development installations
- + New tree plantings

-  Reconstructed sidewalk
-  New sidewalk
-  New shared pathway
-  New two-way bike lane
-  Raised intersection / crossing
-  New tree
-  Low impact development
-  New seating node
-  Tree removal
-  Parking
-  No parking



101 Street at 98 Avenue



98 Avenue and 100 Street

Active transportation improvements

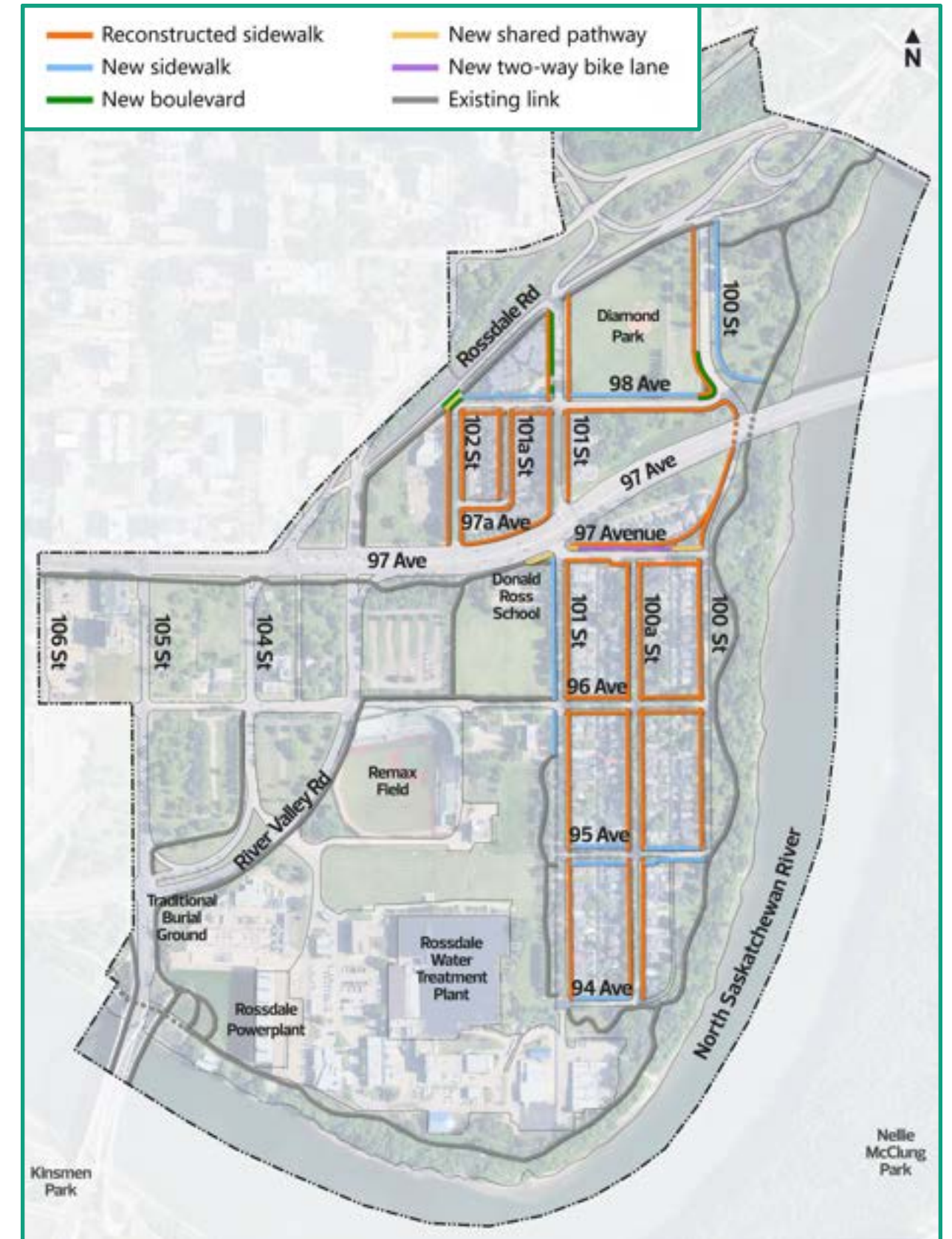
City policy provides direction to improve active transportation opportunities in Edmonton, for all ages, abilities and socio-economic status. Technical studies guide the design, including the locations and types of connections that would work best in Rossdale. Public input helps inform decision making, where possible. Neighbourhood Renewal provides an opportunity to improve the experience, comfort and connectivity of people walking, rolling and biking throughout the neighbourhood.

The draft design for active transportation connections aims to create separate spaces and a more connected network for those walking, biking and rolling. The design includes:

- + Reconstructing existing sidewalks and widening sidewalks where feasible
- + Adding new sidewalks where currently missing
- + Adding new shared pathways and bike lanes
- + Including traffic safety and crossing improvements (see next section)

New sidewalks are installed where there was previously no sidewalk and completes a missing link in the neighbourhood to support accessible movement for all users and ages.

Reconstruction of existing sidewalks is dependent on a local improvement decision



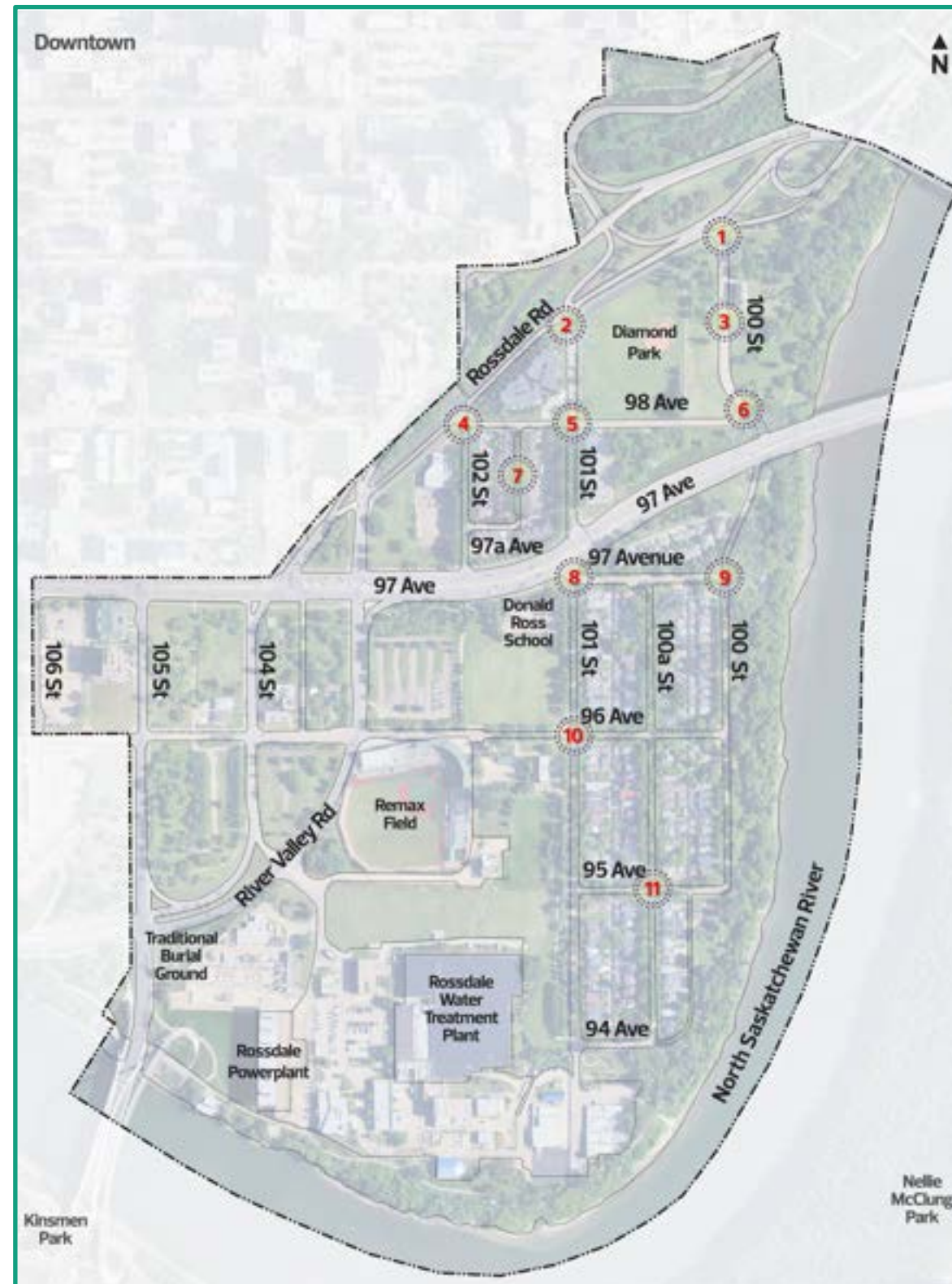
Traffic safety and crossings improvements

City policies and standards provide direction to address vehicle traffic issues and create safe and liveable streets for all road users. Technical studies guide the design, including locations for improved crosswalks to enhance visibility, improved intersections, measures used to slow traffic and changes to traffic flow that would work best in Rossdale. Public input helps inform decision making, where possible.

As part of Rossdale Neighbourhood Renewal, traffic safety and crossing improvements are incorporated into the design at several locations (typically intersections) to reduce conflicts and improve safety for all users.

The draft design for traffic safety includes:

- + Adding new raised crossings and intersections to facilitate safe movement and enhanced visibility of those crossing roads and to slow traffic (Locations: 1 2 5 6 8 9 10)
- + Adding curb extensions at some intersection corners and mid-block locations to provide a space for people to wait to cross, increase visibility of people crossing to people driving, slow traffic and define parking spaces (Locations: 1 2 3 6 7 8 9 11)
- + Closing one driving access from Rossdale Road to 98 Avenue and 102 Street to improve overall mobility (Location 4)



Type of intersection improvement	Example
<p>Raised crossing A crossing constructed higher than the roadway surface to slow traffic and enhance the crossing.</p> <p>Locations: 1 2 6 8 9 10</p>	
<p>Raised intersection An intersection constructed higher than the surrounding roadway surfaces to slow traffic and enhance the crossing.</p> <p>Location: 5</p>	
<p>Road closure Removing access to a road restricts driving and enhances the crossings for people walking, rolling and biking.</p> <p>Location: 4</p>	

Green infrastructure improvements

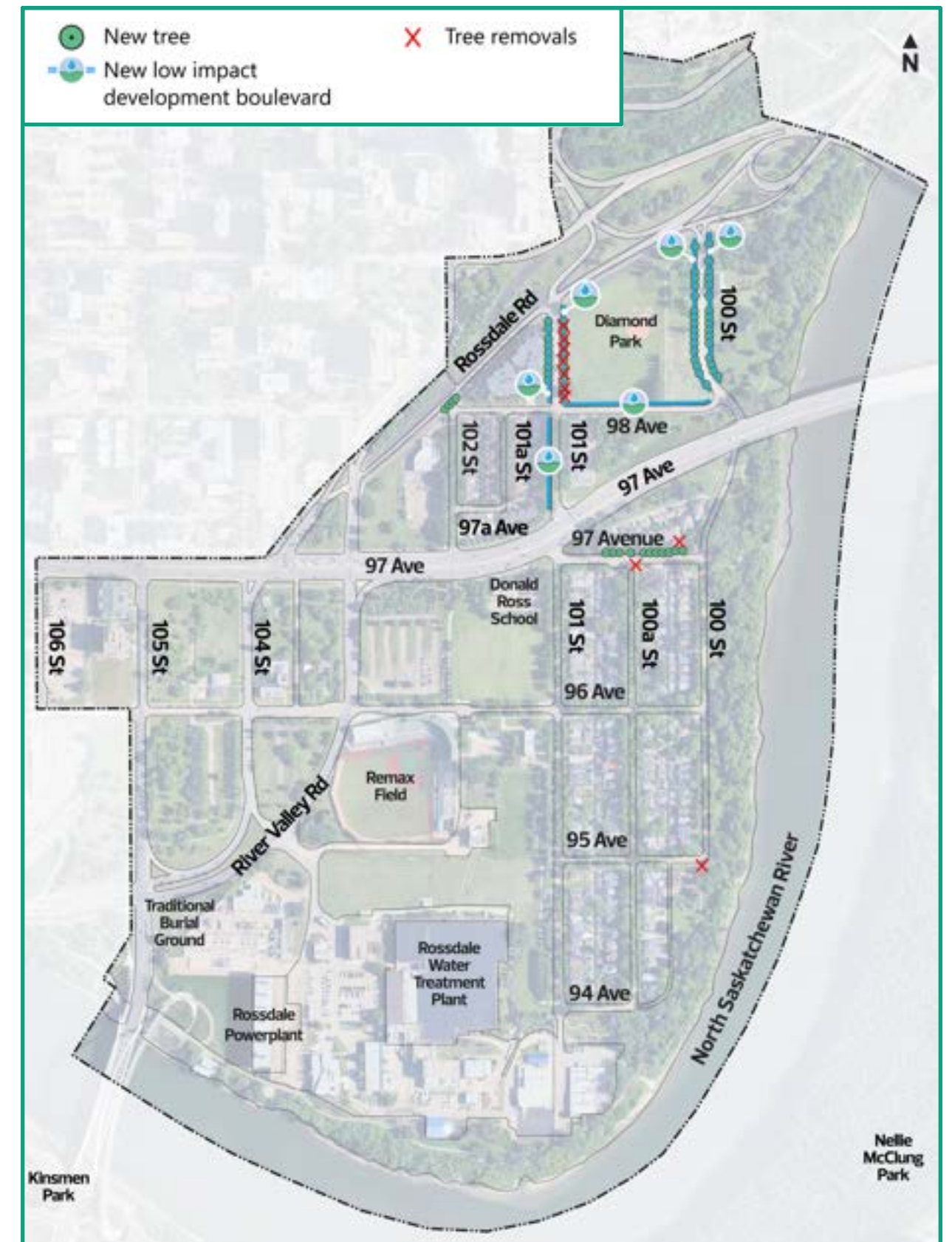
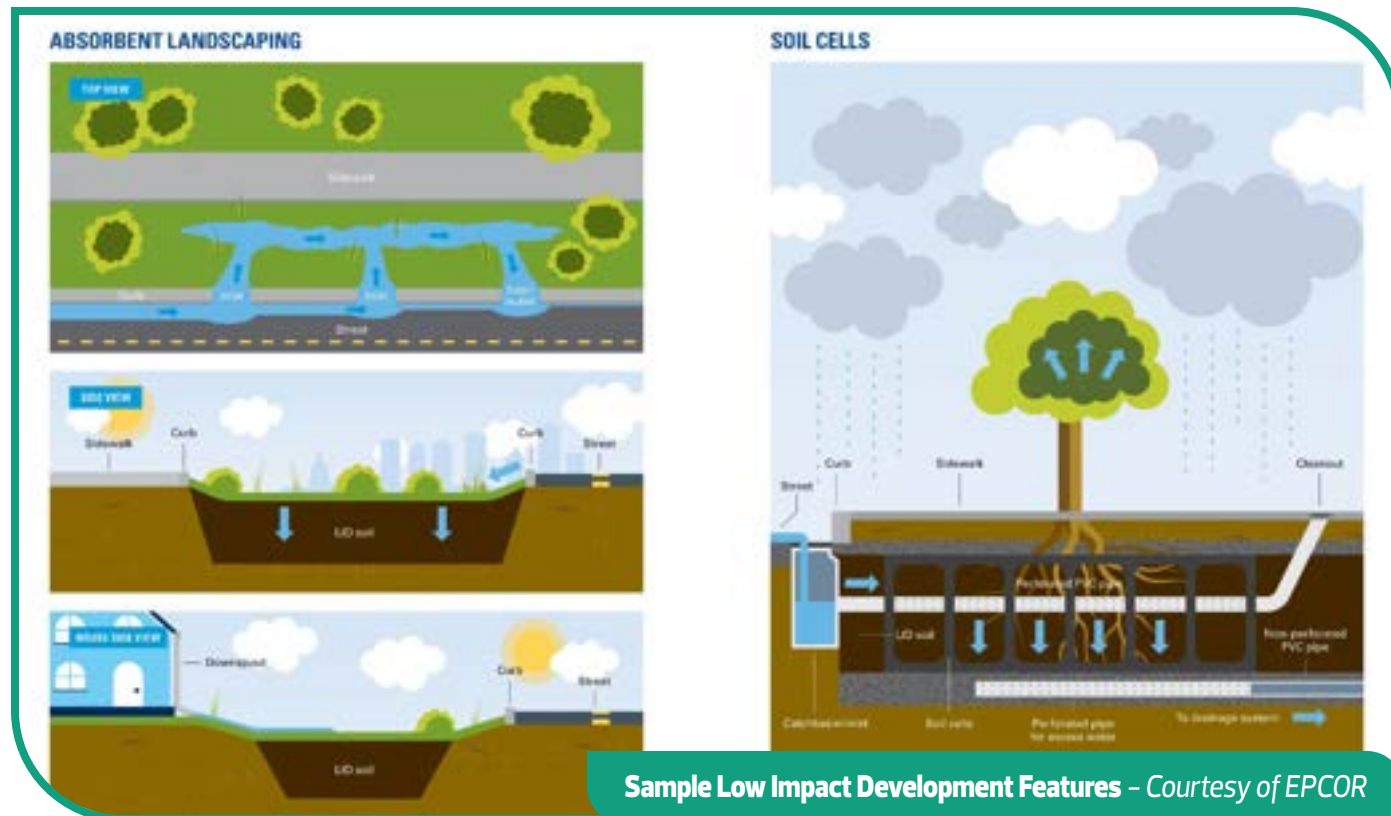
Neighbourhood Renewal projects in Edmonton focus on tree protection, planting and replacement to maintain and improve the urban forest in each neighbourhood. In some cases, trees are removed due to age, health or to make space for other Neighbourhood Renewal infrastructure such as public spaces and bike lanes. When trees are removed, the City of Edmonton commits to planting new replacement trees.

The City of Edmonton works in partnership with EPCOR to address flooding through Low Impact Development (LID). LID works to slow the absorption of rainwater and snowmelt to reduce local flooding.

Neighbourhood Renewal projects prioritize the preservation, maintenance and improvement of the urban forest in each neighbourhood. In Rossdale, there is also an opportunity to improve the neighbourhood's green infrastructure. Proposed improvements include:

- + The addition of trees to boulevards and along sidewalks where there are currently no trees
- + The incorporation of LID into new and existing boulevards

Low Impact Development: When it rains, the water on your street typically flows into a catch basin connected to underground pipes. Low Impact Development features use plants and special soils to capture, store and manage the water from small rain events. This helps reduce local flooding, cleans stormwater and adds greenery.



3 Location specific designs

Detailed descriptions and visuals of the proposed design changes for each roadway that is part of the Rossdale Neighbourhood Renewal are presented in this section:

Click on the text below to jump directly to the page with that design

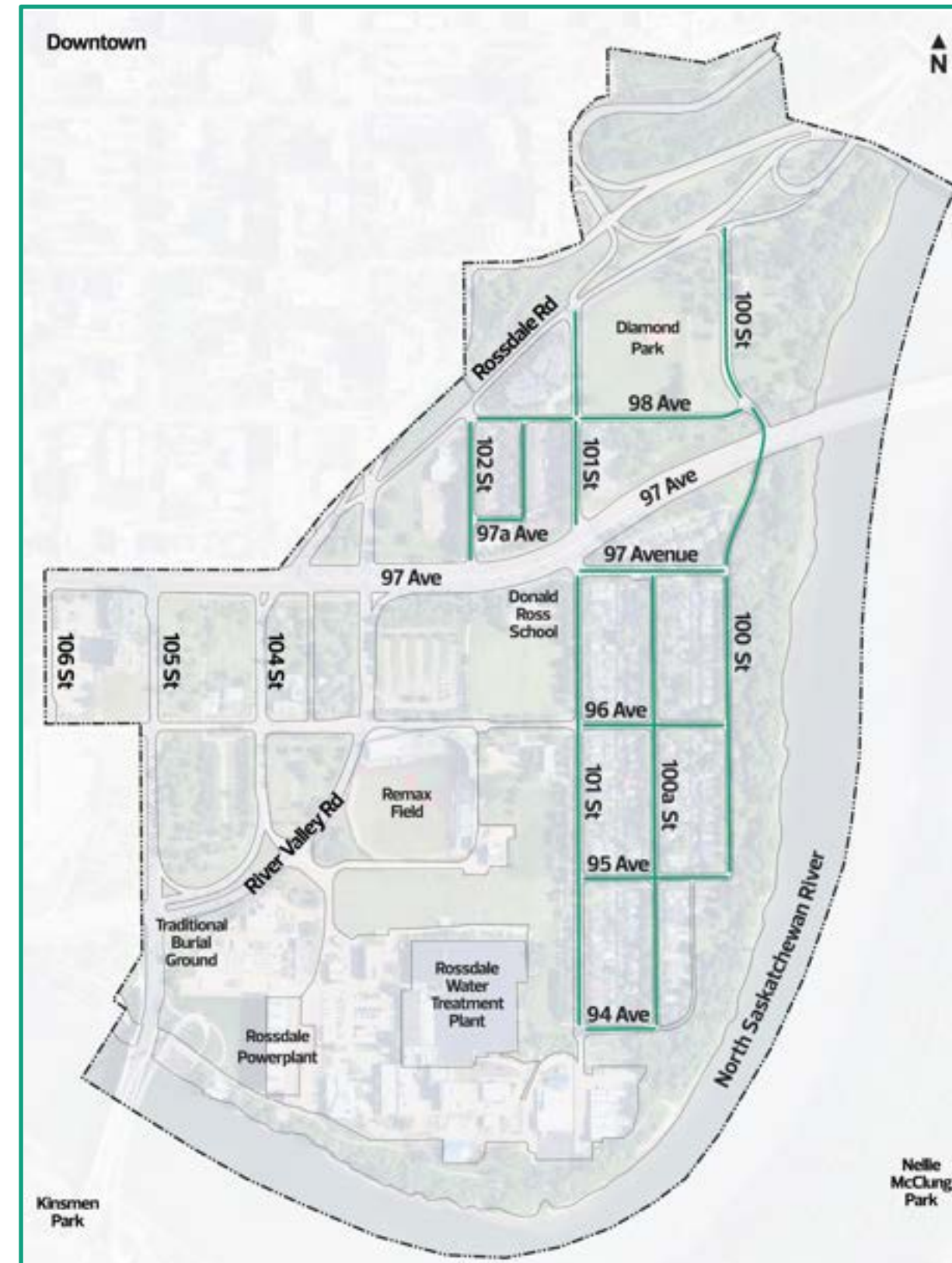
South of 97 Avenue

- + **94 Avenue** (100A Street to 101 Street)
- + **95 Avenue** (100 Street to 101 Street)
- + **96 Avenue** (100 Street to 101 Street)
- + **97 Avenue** (100 Street to 101 Street)
- + **100 Street** (97 Avenue to 98 Avenue)
- + **100 Street** (95 Avenue to 97 Avenue)
- + **100A Street** (94 Avenue to 97 Avenue)
- + **101 Street** (97 Avenue to 94 Avenue)

North of 97 Avenue

- + **98 Avenue** (100 Street to 101 Street)
- + **98 Avenue** (101 Street to Rossdale Road)
- + **100 Street** (98 Avenue to Rossdale Road)
- + **101 Street** (97 Avenue to 98 Avenue)
- + **101 Street** (98 Avenue to Rossdale Road)
- + **101A Street and 97A Avenue** (98 Avenue to 102 Street)
- + **102 Street** (97 Avenue to 98 Avenue)
- + **Rossdale Road intersection closure** with 98 Avenue and 102 Street

Rossdale Neighbourhood Renewal Scope Map



98 Avenue



97 Avenue



98 Avenue and 102 Street at Rossdale Road

94 Avenue (100A Street to 101 Street)

In the draft design:

- + Two-way traffic is maintained
- + New curbside sidewalk is added on the north side
- + Parking is retained on the north side
- + Parking is removed on the south side

Key design influences:

City policies and programs

- + The Accessibility for People with Disabilities Policy supports developing communities that are accessible for everyone
- + The Complete Streets Design and Construction Standards mandates providing sidewalks on both sides of a local street
- + The Corporate Tree Management Policy promotes the maintenance, protection, and preservation of mature trees

Design considerations and technical requirements

- + A curbside sidewalk was selected to maintain existing street lights, a power cubicle and mature trees
- + The pathway inside the Rossdale Linear Park is considered a key walking and rolling link connecting the park to the street on the south side of the road

Vision and Guiding Principles

Aligns with the following principles:



Plan view

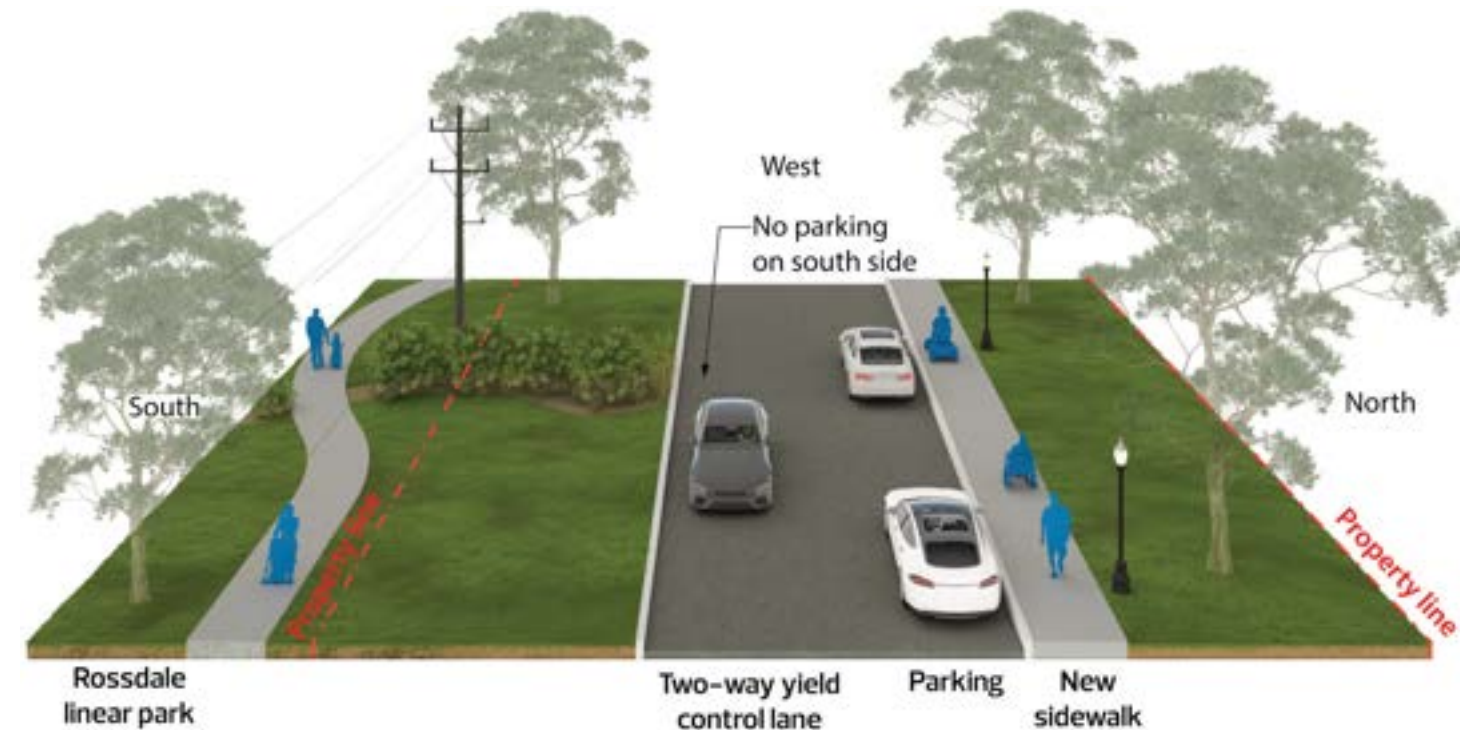


- Reconstructed sidewalk
- New sidewalk
- Parking allowed
- No parking
- Boulevard space

3D view



Cross section



95 Avenue (100 Street to 101 Street)

In the draft design:

- + Two-way traffic is maintained
- + Parking is maintained on both sides of the road between 100A Street and 101 Street and the south side between 100 Street and 100A Street
- + Removing parking between 100 Street and 100A Street on the north side
- + New curbside sidewalk is added on the north side of the road from 100A Street to 100 Street
- + New sidewalks with boulevards on both sides of the road are added from 100A Street to 101 Street and the south side from 100 Street to 100A Street
- + New curb extension is added on the northwest corner of the intersection with 100A Street

Key design influences:

City policies and programs

- + The Complete Streets Design and Construction Standards mandates providing sidewalks on both sides of a local street and separating them with a boulevard when possible
- + The Corporate Tree Management Policy promotes the maintenance, protection, and preservation of mature trees

Design considerations and technical requirements

- + Sidewalk locations were selected to minimize impacts to power poles, mature trees and private landscaping in the City right-of-way

Vision and Guiding Principles

Aligns with the following principles:



Plan view

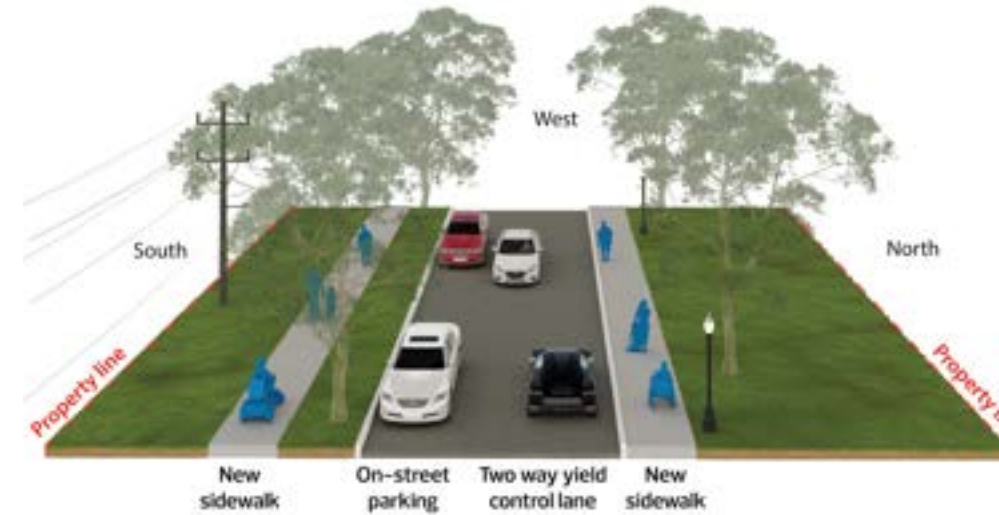


3D view

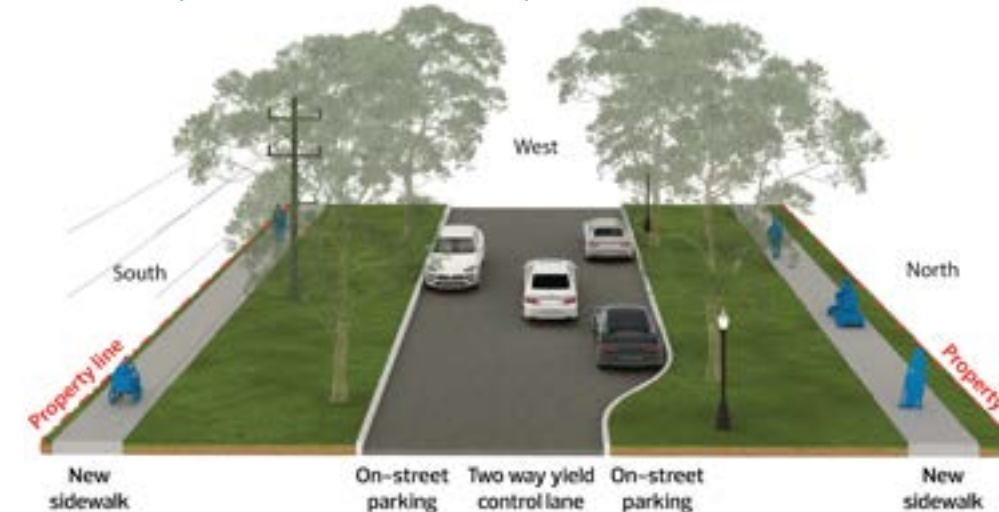


Cross sections

95 Avenue (100 Street to 100A Street)



95 Avenue (100A Street to 101 Street)



Video overview

[Click here!](#)
for a video walkthrough
of this draft design.

96 Avenue (100 Street to 101 Street)

In the draft design:

- + Two-way traffic is maintained
- + Parking is maintained on both sides of the street
- + The south sidewalk is widened as feasible
- + The sidewalk on the north side of the road is narrowed in order to align with current standards
- + A raised crossing is added on the west side of 101 Street

Key design influences:

City policies and programs

- + The Complete Streets Design and Construction Standards mandates providing sidewalks that are separated from the roadway and wide enough to accommodate people of all ages and abilities, whether they are walking or rolling

Design considerations and technical requirements

- + The current wide sidewalk on the north side of the road is not a designated shared pathway, it will be narrowed to a standard sidewalk width and will no longer be snow cleared by the City

Vision and Guiding Principles

Aligns with the following principles:

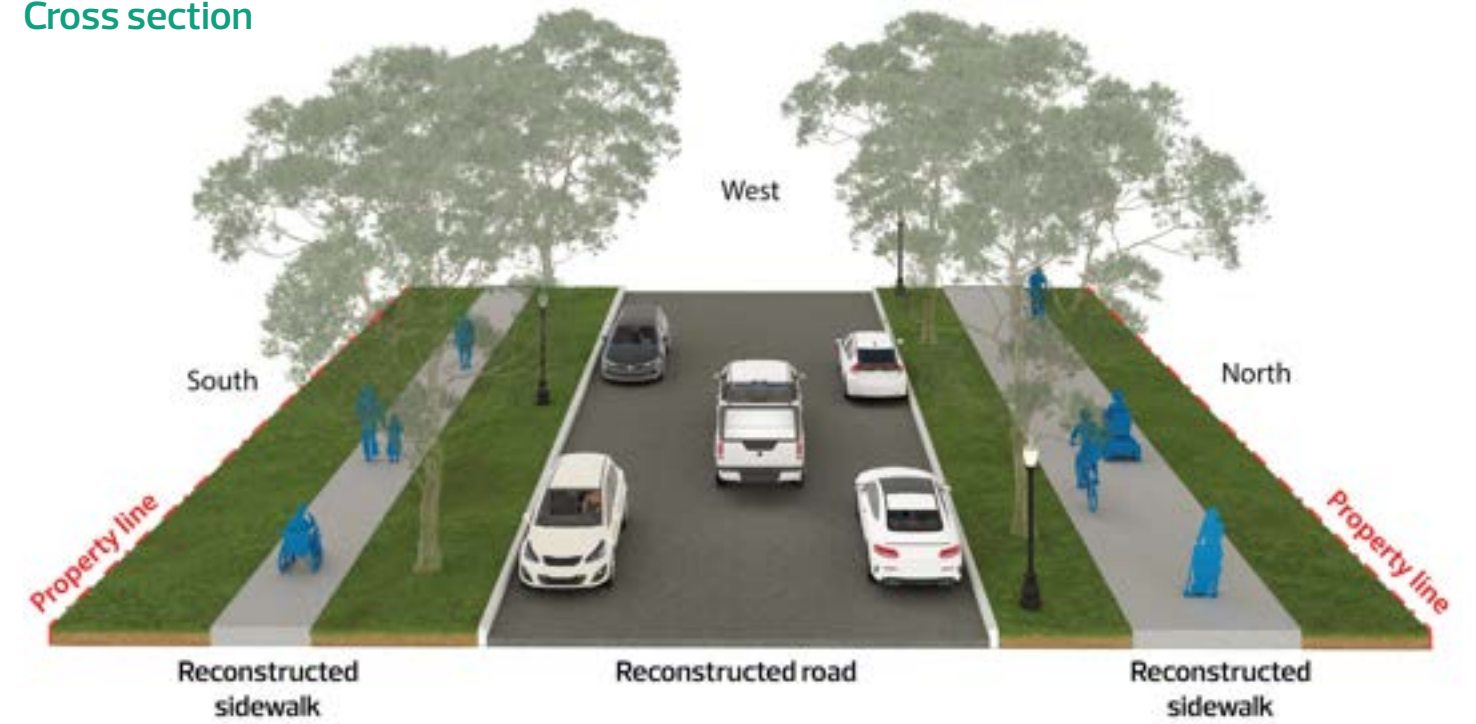


Plan view



- Reconstructed sidewalk
- New sidewalk
- Raised intersection / Raised crossing
- Parking allowed
- No parking
- Boulevard space

Cross section



3D view



97 Avenue (100 Street to 101 Street)

In the draft design:

- + Parking is maintained on the north side and removed on the south side
- + Vehicle traffic is changed to one-way (the direction will be determined after receiving feedback from City departments)
- + The sidewalks are widened where feasible
- + A new raised protected bidirectional bike lane that transitions into shared pathways is added
- + An additional boulevard with new trees is added whenever feasible
- + Traffic calming measures and improved crossings are added, including:
 - + Curb extensions on the northwest corner of the 100 Street intersection and at the alley crossing west of 100A Street to define the end of parking
 - + Raised crossings on the north side of the 100 Street and 101 Street intersections
 - + A bend in the road east of 101 Street

Video overview

[Click here!](#)
for a video walkthrough of this draft design.

Key design influences:

City policies and programs

- + The Complete Streets Design and Construction Standards:
 - + Encourages the construction of bike facilities to improve overall connectivity of the biking, walking and rolling network
 - + Promotes the incorporation of boulevard trees to reduce the impacts of the urban heat island effect
 - + Encourages providing raised crossings at intersections to enhance biking, walking, and rolling while slowing traffic
- + The Accessibility for People with Disabilities Policy supports developing communities with a range of mobility choices, including active transportation (rolling, walking and biking)

Design considerations and technical requirements

- + A two-way protected bike lane on the north side was selected for the following reasons:
 - + It aligns with the Safe Mobility Strategy and minimizes crossings by installing the bike lane on the north side
 - + It aligns with the Bike Plan through the addition of safe bike infrastructure for all ages and abilities
- + 97 Avenue is designated as a District Connector Bike route. In alignment with The Bike Plan, a separated facility provides consistency and comfort as part of creating a direct connection through the neighbourhood to other city-wide District Connector routes

Vision and Guiding Principles

Aligns with the following principles:



Plan view



3D view



97 Avenue (100 Street to 101 Street) – Continued

3D views



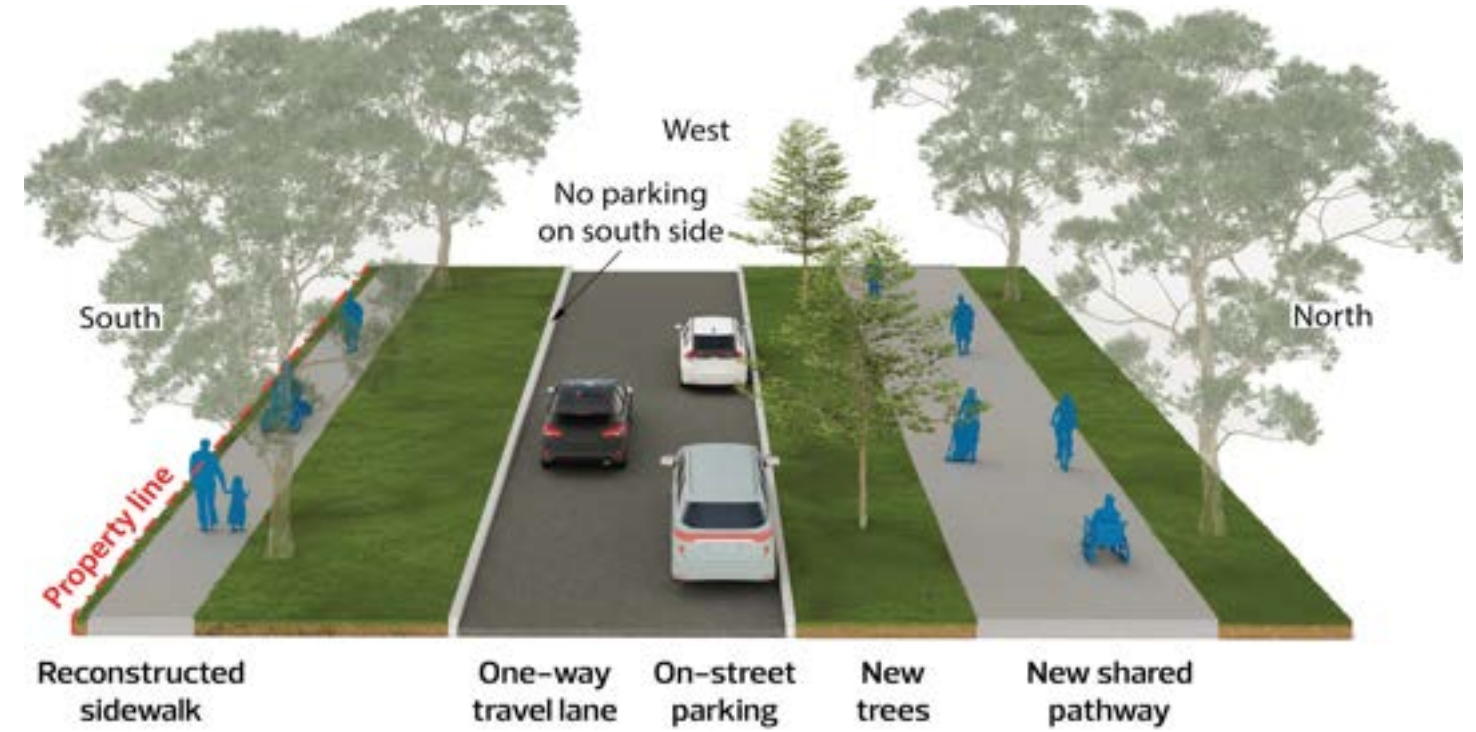
97 Avenue – Looking west near 100 Street intersection



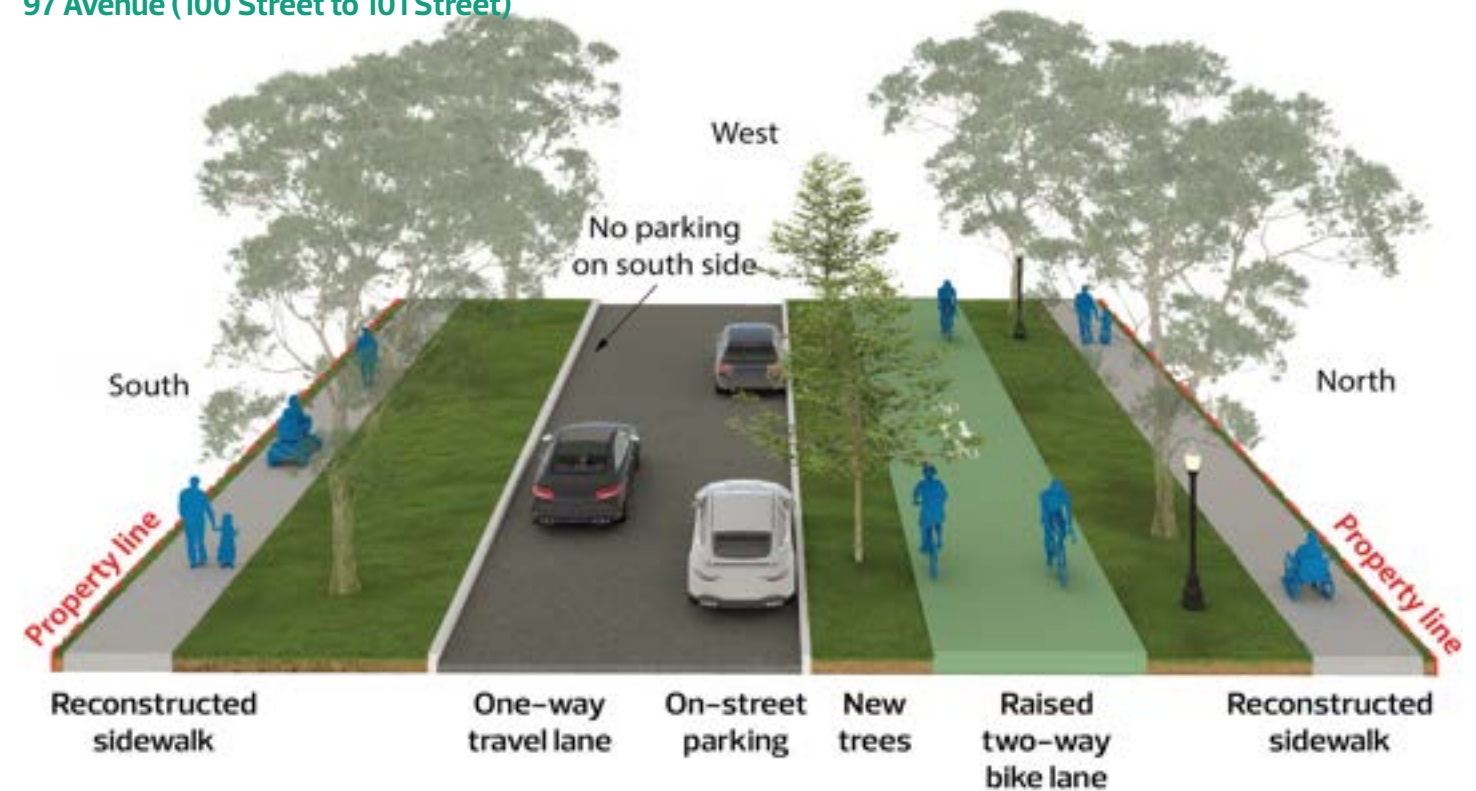
97 Avenue – Looking west near 100A Street intersection

Cross sections

97 Avenue (100 Street to 101 Street)



97 Avenue (100 Street to 101 Street)



100 Street (97 Avenue to 98 Avenue)

In the draft design:

- + Two-way traffic is maintained
- + The sidewalk on the west side is widened
- + Raised crossings north of the 97 Avenue and 98 Avenue intersections are added
- + The existing no-parking zones are maintained on both sides of the street

Key design influences:

City policies and programs

- + The Complete Streets Design and Construction Standards mandates providing sidewalks that are separated from the roadway and wide enough to accommodate people of all ages and abilities, whether they are walking or rolling

Design considerations and technical requirements

- + A sidewalk was not provided on the east side of the road, as a public trail already exists nearby in the River Valley. This trail provides the necessary north-south connectivity
- + Sidewalk widths and alignments may vary at certain points to avoid utility conflicts, trees and landscaping

Vision and Guiding Principles

Aligns with the following principles:



Plan view



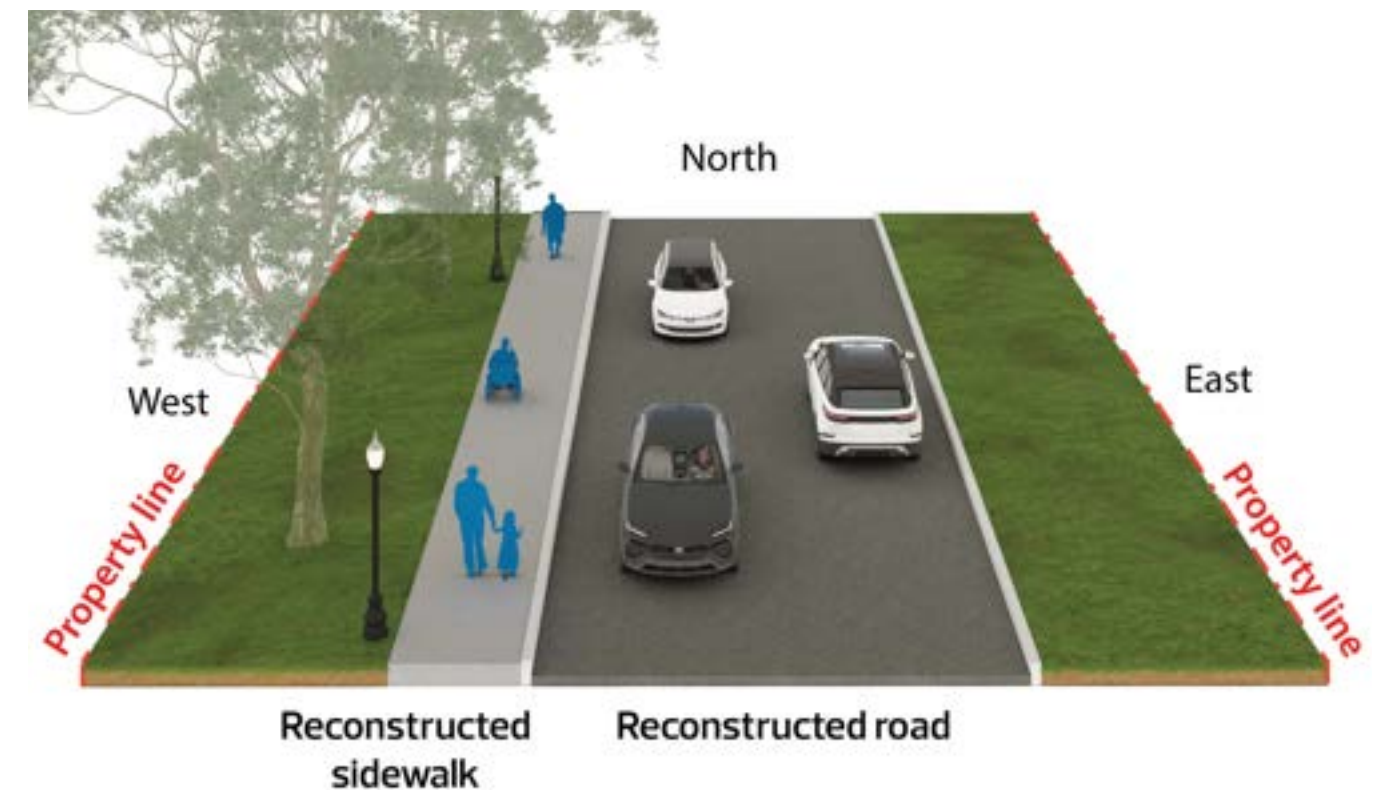
Reconstructed sidewalk	Two-way bike lane
New sidewalk	Raised intersection/ Raised crossing
New shared pathway	Parking allowed
No parking	Tree removal
Low impact development	New tree
New seating node	Boulevard space

3D view



100 Street - Looking north

Cross section



100 Street (95 Avenue to 97 Avenue)

In the draft design:

- + Two way traffic is maintained
- + Parking is maintained on the west side of the street
- + The existing no-parking zones on the east side of the street are maintained
- + The sidewalk on the west side of the street is reconstructed

Key design influences:

City policies and programs

- + The Corporate Tree Management Policy promotes the maintenance, protection, and preservation of mature trees
- + The Complete Streets Design and Construction Standards

Design considerations and technical requirements

- + The pathway inside the River Valley is considered a key walking and rolling link connecting the park to the street on the east side of the road

Vision and Guiding Principles

Aligns with the following principles:



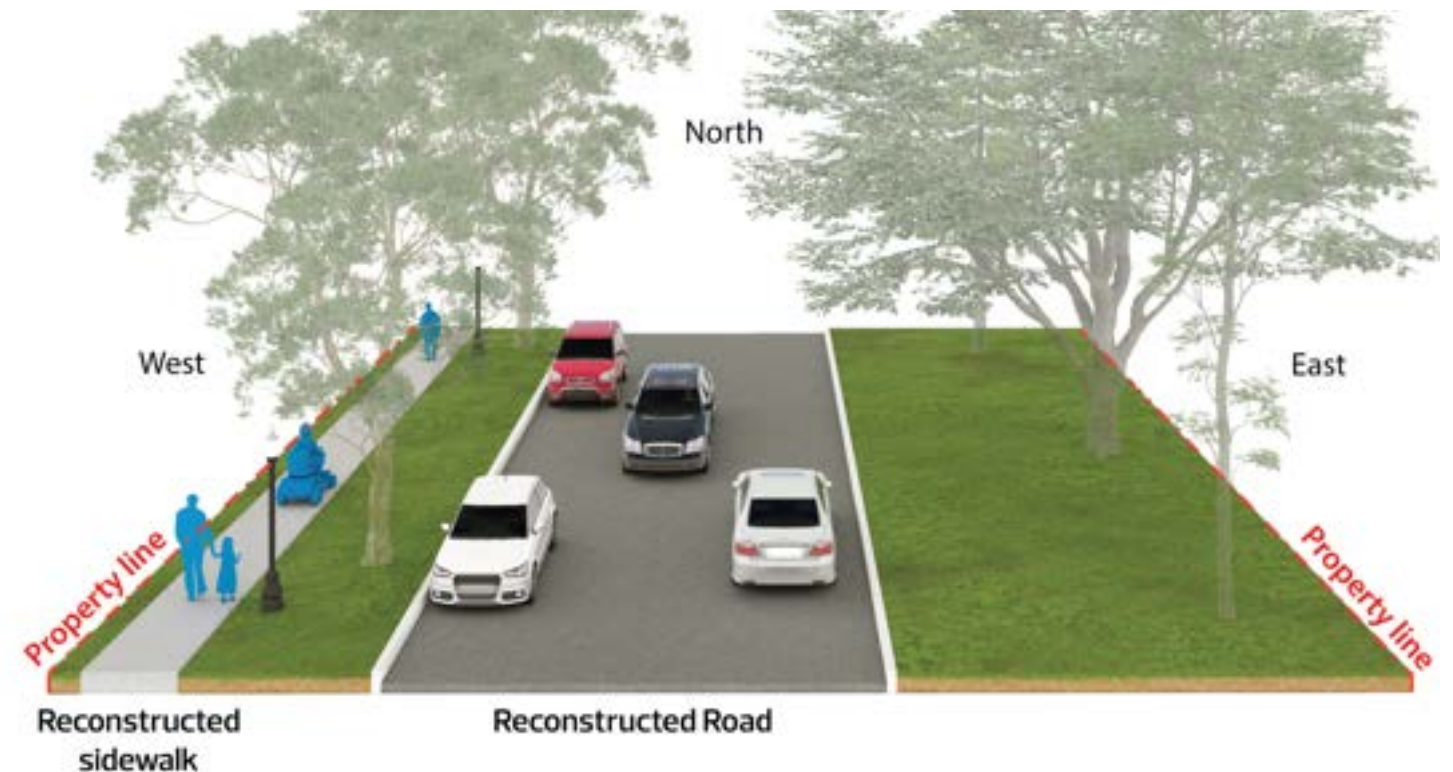
Plan view



3D view



Cross section



100A Street (94 Avenue to 97 Avenue)

In the draft design:

- + Two way traffic is maintained
- + Parking is maintained on both sides of the street
- + The sidewalks are reconstructed

Key design influences:

City policies and programs

- + The Corporate Tree Management Policy promotes the maintenance, protection, and preservation of mature trees

Design considerations and technical requirements

- + Limiting potential impacts to trees and private landscaping on the City right-of-way

Vision and Guiding Principles

Aligns with the following principles:



Plan view

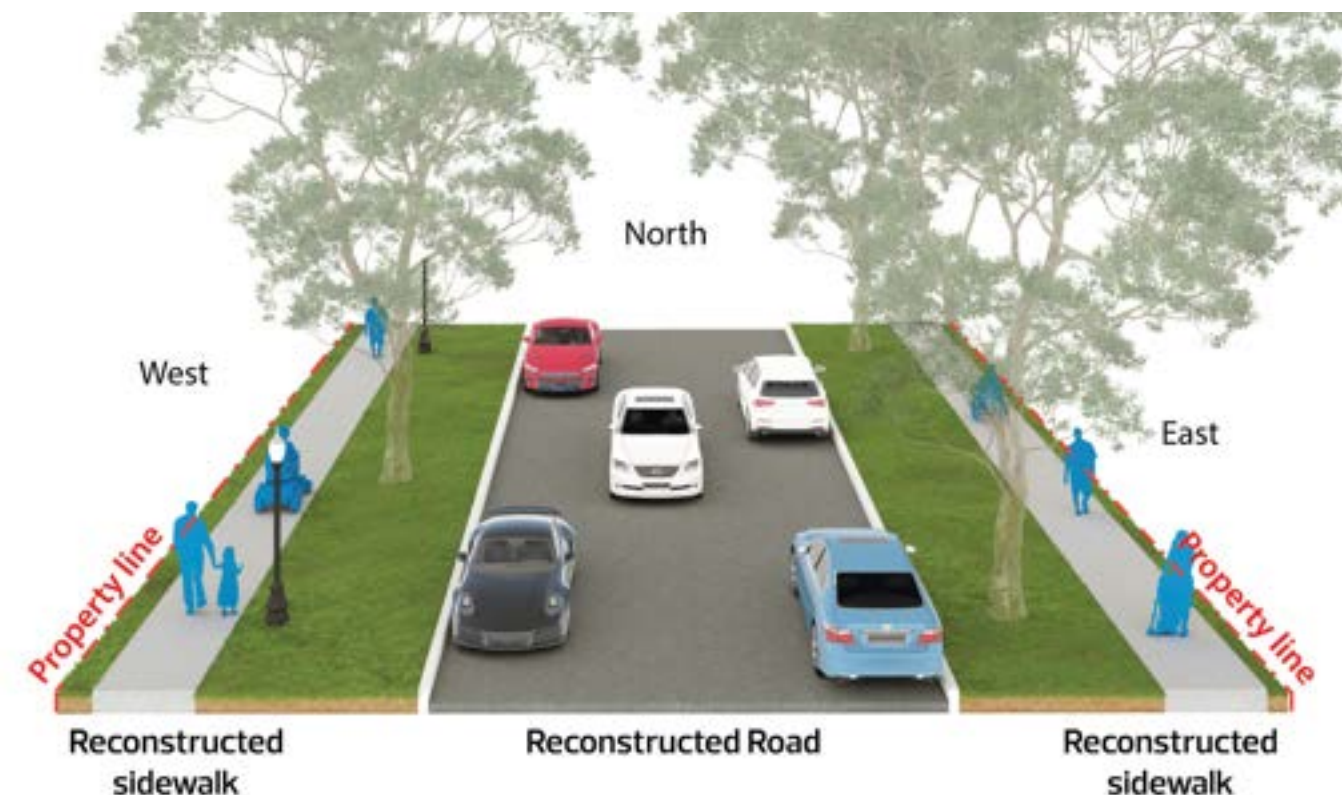


3D view



100A Street - Looking north

Cross section



101 Street (97 Avenue to 94 Avenue)

In the draft design:

- + Two way traffic is maintained
- + Parking is maintained on the east side of the street
- + The existing no-parking zones on the west side of the street is maintained
- + The existing sidewalk on the east side is widened
- + A new, wider sidewalk on the west side is added where missing (north and south of 96 Avenue)
- + Measures to slow traffic are added:
 - + Raised crossings on the north side of the 97 Avenue intersection and on the west side of the 96 Avenue intersection are added

Key design influences:

City policies and programs

- + The Complete Streets Design and Construction Standards encourages providing sidewalks that are separated from the roadway and mandates them on both sides of a local street. It also promotes providing raised crossings on local and collector roads and in areas with high walking and rolling activity
- + The Corporate Tree Management Policy promotes the maintenance, protection, and preservation of mature trees

Design considerations and technical requirements

- + The alignment of the new sidewalk on the west side will vary along the street to enable the preservation of existing mature trees and enhance the user experience

Vision and Guiding Principles

Aligns with the following principles:



Plan view

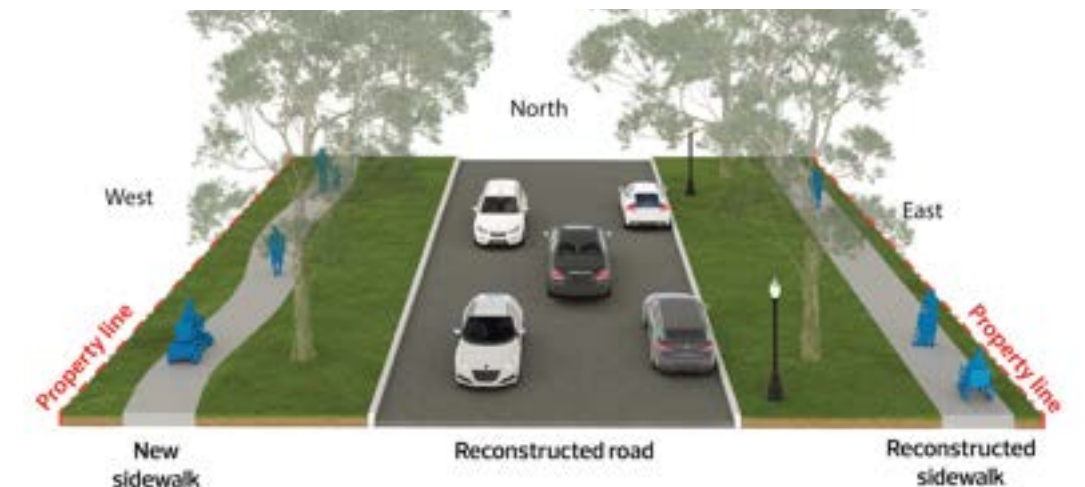


- | | |
|------------------------|-------------------|
| Reconstructed sidewalk | Two-way bike lane |
| New sidewalk | Raised crossing |
| New shared pathway | Parking allowed |
| No parking | |
| New tree | |
| Boulevard space | |

3D views



Cross sections



98 Avenue (100 Street to 101 Street)

In the draft design:

- + Two way traffic is maintained
- + Parking is maintained on both sides of the street
- + A new separate sidewalk with a boulevard is added on the north side and the existing curbside sidewalk on the south side is widened
- + Trees, plantings and LID are added on the north side boulevard, as feasible
- + Traffic calming measures are added, including:
 - + A raised crossing on the north side of the 100 Street intersection
 - + Raising the 101 Street intersection

Key design influences:

City policies and programs

- + The Complete Streets Design and Construction Standards:
 - + Mandates providing sidewalks on both sides of a local or collector street
 - + Promotes providing raised crossings on local and collector roads and in areas with high walking and rolling activity
 - + Encourages providing raised intersections where roadways of equal priority meet
- + The Winter Design Guidelines give preference to boulevards over curbside sidewalks, as they provide an important snow-storage area

Design considerations and technical requirements

- + Plants and trees in new boulevards will be located to not impact existing underground utilities

Vision and Guiding Principles

Aligns with the following principles:



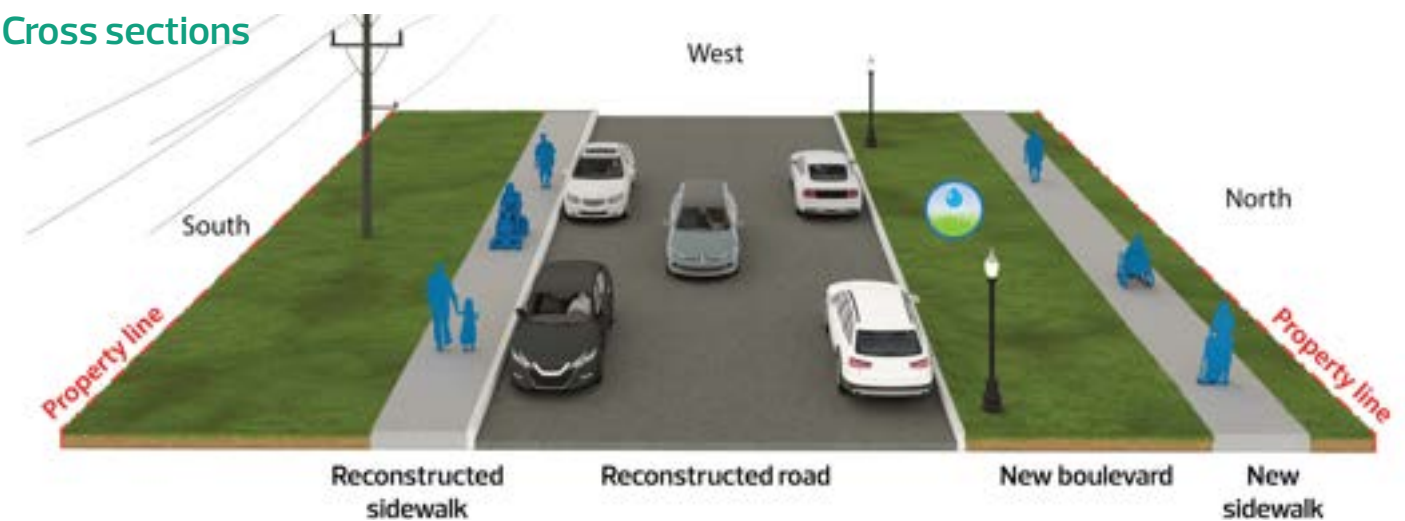
Plan view



3D views



Cross sections



Video overview

[Click here!](#)
for a video walkthrough of this draft design.

98 Avenue (101 Street to Rossdale Road)

In the draft design:

- + Two way traffic is maintained
- + Parking is maintained on both sides of the street
- + A new separate sidewalk is added on the north side
- + The existing sidewalk on the south side is widened
- + Traffic calming measures added, such as raising the 101 Street intersection
- + The Rossdale Road intersection is closed for vehicles to extend the shared pathway – see more details on page 30

Key design influences:

City policies and programs

- + The Complete Streets Design and Construction Standards:
 - + Encourages providing sidewalks on both sides of a local or collector street
 - + Encourages providing raised intersections where roadways of equal priority meet
- + The Winter Design Guidelines give preference to boulevards over curbside sidewalks, as they provide an important snow-storage area

Design considerations and technical requirements

- + The alignment of the sidewalk on the north side of the street will vary significantly to avoid conflicts with existing aboveground utilities. Some street lights will need to be relocated
- + Trees cannot be planted in the north side boulevard due to existing above and underground utilities

Vision and Guiding Principles

Aligns with the following principles:



Plan view

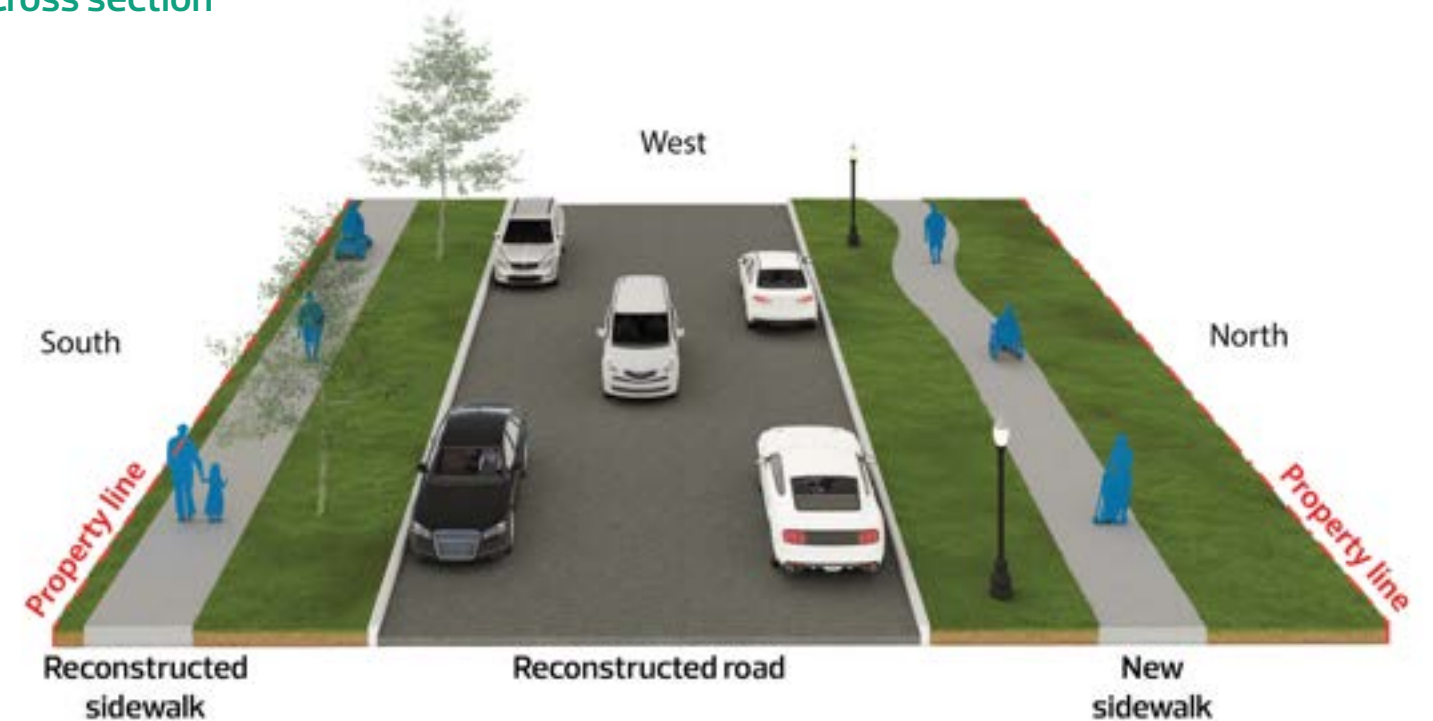


- | | | | |
|------------------------|--------------------------------------|--------------|-----------------|
| Reconstructed sidewalk | Raised intersection/ raised crossing | No parking | Boulevard space |
| New sidewalk | Parking allowed | Tree removal | |
| New shared pathway | Low impact development | New tree | |

3D view



Cross section



Video overview

[Click here!](#)
for a video walkthrough of this draft design.

100 Street (98 Avenue to Rossdale Road)

In the draft design:

- + Two way traffic is maintained
- + The majority of parking is maintained on both sides of the street
- + A new wide separate sidewalk and boulevard are added on the east side of the street
 - + Installing new decorative street lights in the new boulevard
- + Widening the existing sidewalk on the west side
- + Wooden utility poles on both sides of the street are removed, pending approvals from utility providers
- + Traffic calming measures are added, including:
 - + Curb extensions on the south corners of the Rossdale Road intersection, midblock near the Rossdale Brewery and north of the 98 Avenue intersection
 - + Raised crossings on the south side of the Rossdale Road intersection and the north side of the 98 Avenue intersection

Key design influences:

City policies and programs

- + The Complete Streets Design and Construction Standards:
 - + Encourages providing sidewalks on both sides of a local or collector street
 - + Promotes providing raised crossings on local and collector roads and in areas with high walking and rolling activity
 - + Promotes the incorporation of trees into boulevards to reduce the impacts of the urban heat island effect
- + District Policy and Central District Plan promote the design of wider sidewalks in Pedestrian Priority Areas to provide a clear, barrier-free pedestrian through zone

Design considerations and technical requirements

- + Coordination with utility owners is required for the wood pole removals
- + Road width will be adjusted to avoid conflicts with underground utilities and to align to current standards while preparing for future development and growth
- + Anticipation of future development in the area

Vision and Guiding Principles

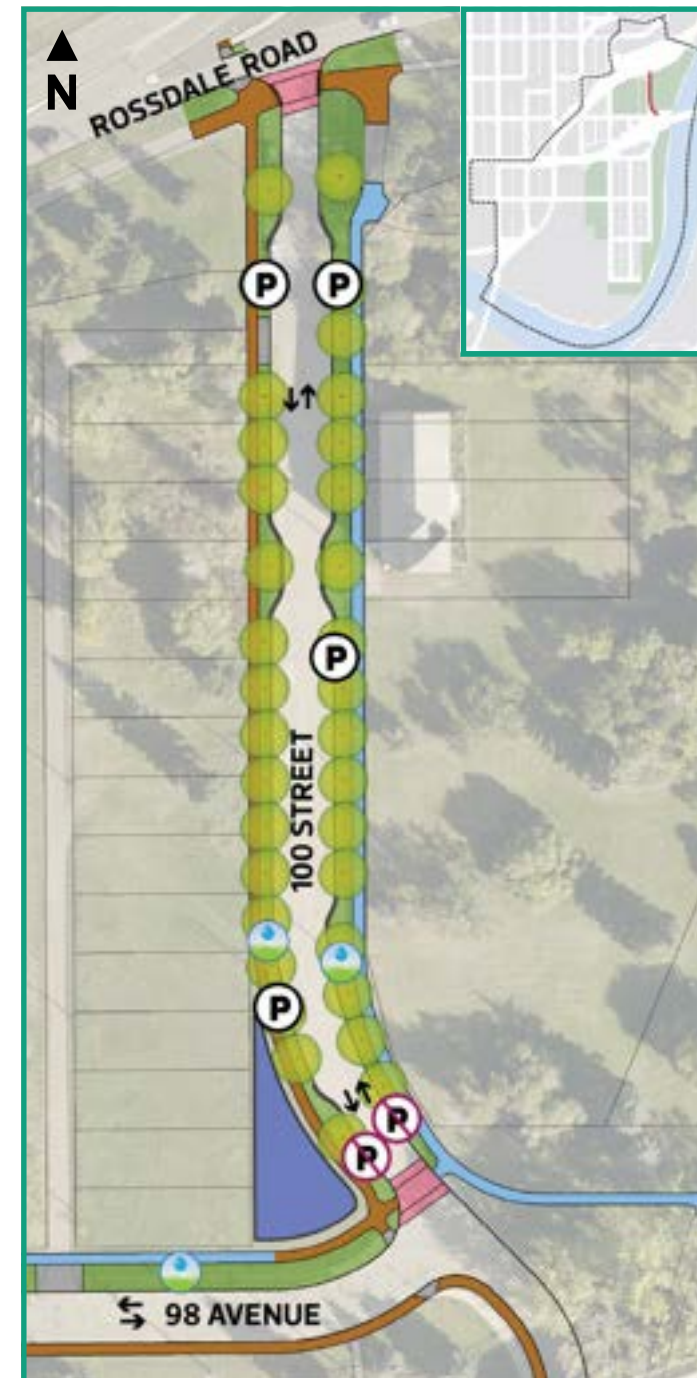
Aligns with the following principles:



Video overview

[Click here!](#)
for a video walkthrough
of this draft design.

Plan view



- | | |
|--------------------------------------|------------------------|
| Reconstructed sidewalk | Parking allowed |
| New sidewalk | Low impact development |
| Raised intersection/ raised crossing | New seating node |
| No parking | Boulevard space |
| Tree removal | |
| New tree | |

Cross section



3D views



101 Street (97 Avenue to 98 Avenue)

In the draft design:

- + Two way traffic is maintained
- + Parking is maintained on both sides of the street
- + The sidewalk on both sides is widened, where feasible
- + The boulevard on the west side is widened, with LID added as feasible
- + Traffic calming measures and improved crossings added, such as:
 - + Raising the 98 Avenue intersection
 - + Rebuilding the road to current standard widths
 - + A curb extension on the north-west corner of the 97 Avenue intersection

Key design influences:

City policies and programs

- + Complete Streets Design and Construction Standards
- + The Safe Mobility Strategy promotes designing streets with features to improve the safety and livability for all

Design considerations and technical requirements

- + The road is currently wider than standard for a local road which can support driving at higher speeds and encourage short cutting

Vision and Guiding Principles

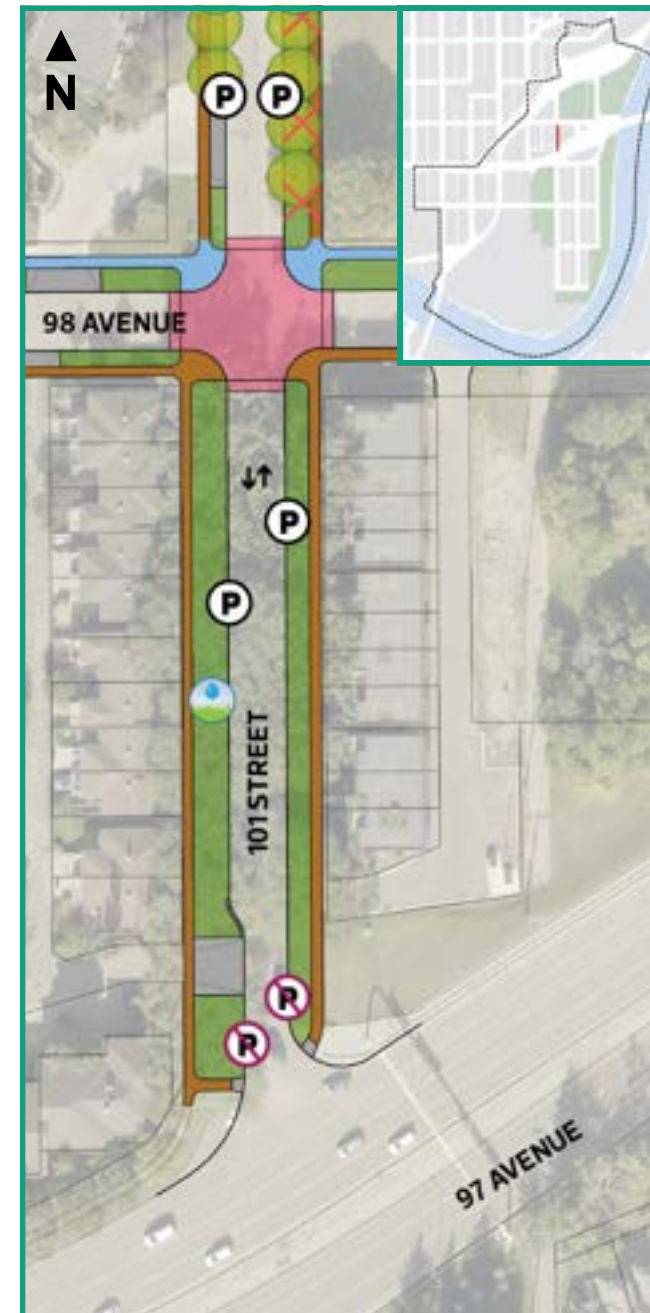
Aligns with the following principles:



Video overview

[Click here!](#)
for a video walkthrough of this draft design.

Plan view

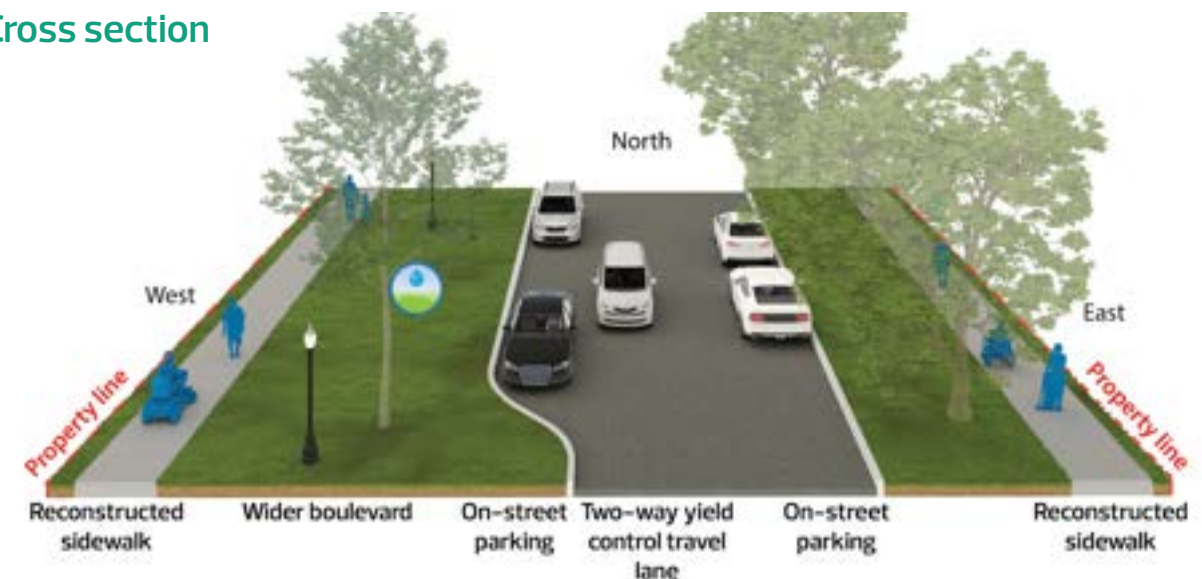


- | | |
|------------------------|---------------------|
| Reconstructed sidewalk | Two-way bike lane |
| New sidewalk | Raised intersection |
| New shared pathway | Parking allowed |
| Low impact development | No parking |
| Boulevard space | Tree removal |
| | New tree |

3D views



Cross section



101 Street (98 Avenue to Rossdale Road)

In the draft design:

- + Two way traffic is maintained
- + Parking is mostly maintained, except for a small section of road directly south Rossdale Road
- + The sidewalk on the west side is widened, and a boulevard for new trees is added
- + The sidewalk on the east side is widened and most trees in the east boulevard are removed
- + Traffic calming measures are added, such as:
 - + A raised crossing on the south side of the Rossdale Road intersection
 - + Raising the 98 Avenue intersection
 - + Curb extensions on both sides of the street south of the Rossdale Road intersection

Key design influences:

City policies and programs

- + The Complete Streets Design and Construction Standards:
 - + Mandates providing sidewalks on both sides of a local street
 - + Promotes providing raised crossings on local and collector roads and in areas with high walking and rolling activity
 - + Promotes the incorporation of trees into boulevards to reduce the impacts of the urban heat island effect

Design considerations and technical requirements

- + Some trees in the east boulevard are in poor health and will be removed so new trees can be planted that will be healthier when supported by new LID features
- + Due to the road closure at the Rossdale Road and 102 Street / 98 Avenue intersection, some traffic may use 101 Street to reach Rossdale Road. The new measures to slow traffic and narrow the road are to enhance safety at crossings, slow speeds and discourage shortcutting on 101 Street

Vision and Guiding Principles

Aligns with the following principles:



Plan view



- | | |
|------------------------|-----------------------------------|
| Reconstructed sidewalk | Raised intersection/ Raised cross |
| New sidewalk | Parking allowed |
| New shared pathway | Low impact development |
| No parking | Boulevard space |
| Tree removal | New tree |

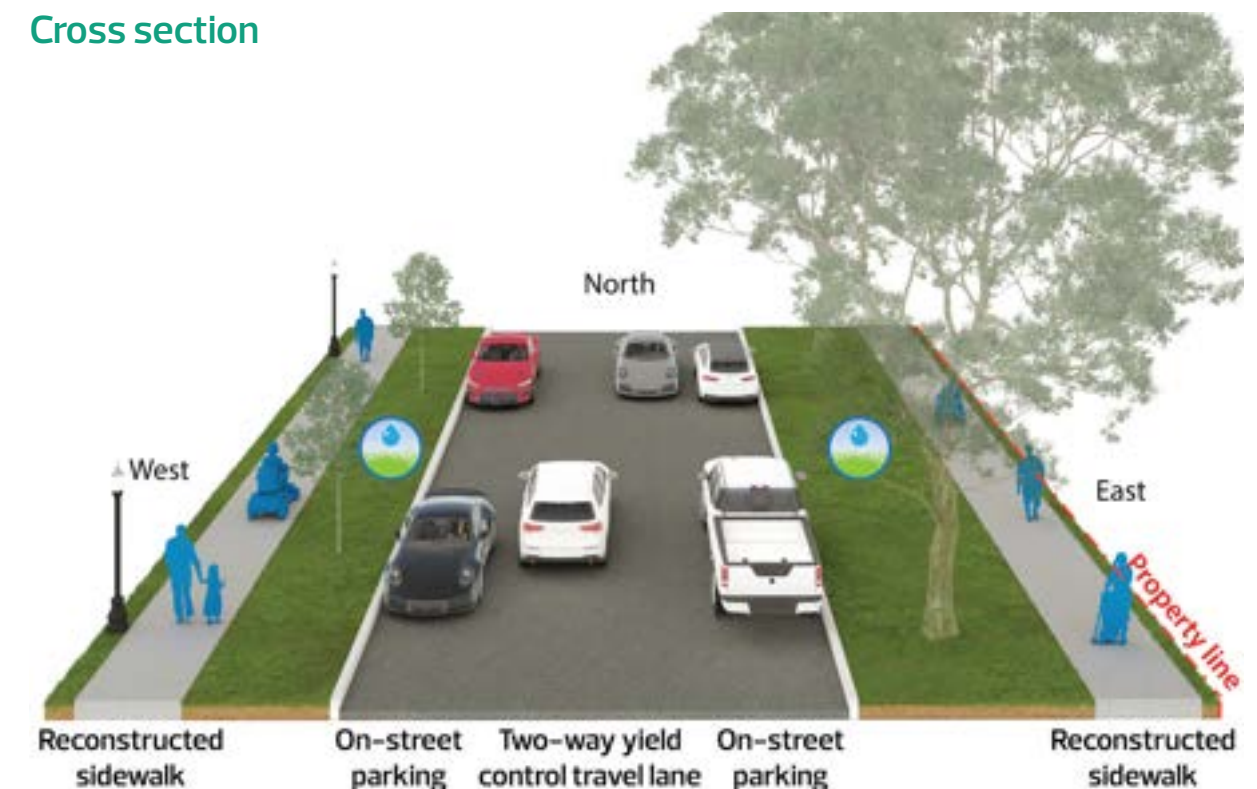
Video overview

[Click here!](#)
for a video walkthrough of this draft design.

3D view



Cross section



101A Street and 97A Avenue (98 Avenue to 102 Street)

In the draft design:

- + 101A Street:
 - + One way traffic is maintained
 - + Curb extensions and parking on the west side of the street are maintained
 - + Current parking restrictions are maintained
 - + Sidewalk is reconstructed to the same widths or narrower
 - + Hard surfacing in the boulevards is removed
 - + Trees that are not in good health or have previously been removed are replanted
- + 97A Avenue:
 - + Two way traffic is maintained
 - + Current parking is maintained
 - + The existing sidewalk on the south side is reconstructed at the same width

Key design influences:

City policies and programs

- + The Corporate Tree Management Policy promotes the maintenance, protection, and preservation of mature trees

Design considerations and technical requirements

- + Existing mature trees will prevent sidewalk widening in certain sections of the street and may require the location of curb extensions to shift slightly

Vision and Guiding Principles

Aligns with the following principles:



Plan view



- | | |
|------------------------|------------------------|
| Reconstructed sidewalk | Parking allowed |
| New sidewalk | Low impact development |
| New shared pathway | No parking |
| Boulevard space | Tree removal |
| | New tree |

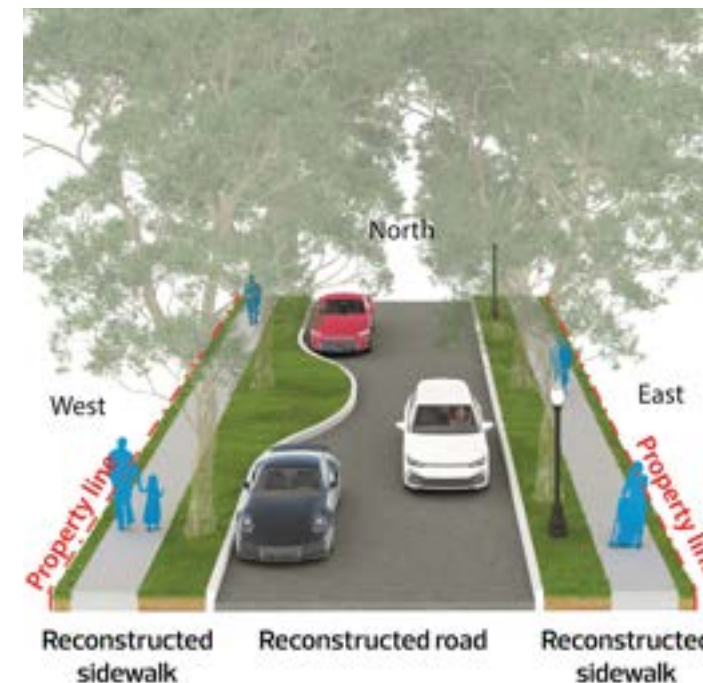
3D view



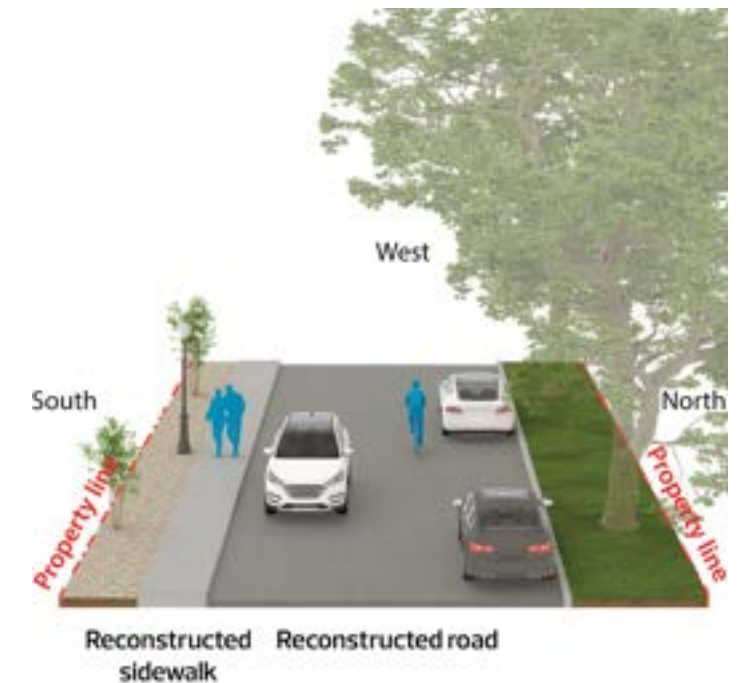
101A Street - Looking north

Cross sections

101A Street



97A Avenue



102 Street (97 Avenue to 98 Avenue)

In the draft design:

- + Two way traffic is maintained
- + Parking is maintained
- + The sidewalk is reconstructed to the same widths or narrower
- + Vehicle access to Rossdale Road from 102 Street and 98 Avenue is closed – see more details on page 30
- + Existing sidewalk by Ortona on 102 Street to remain

Key design influences:

City policies and programs

- + The Corporate Tree Management Policy promotes the maintenance, protection, and preservation of mature trees

Design considerations and technical requirements

- + Mature trees will prevent sidewalk widening in certain sections of the street

Vision and Guiding Principles

Aligns with the following principles:



Plan view

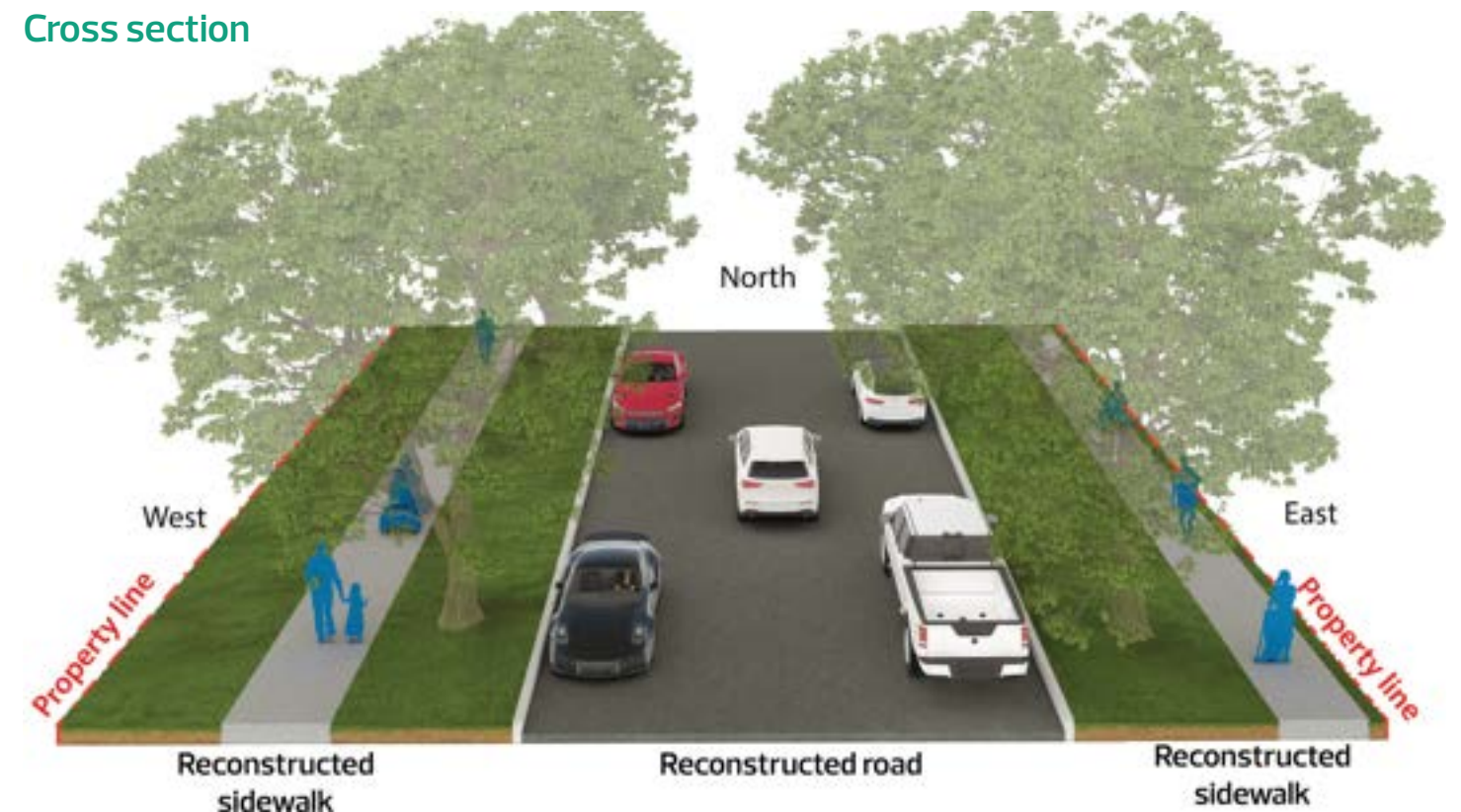


- | | |
|------------------------|---------------------------------------------|
| Reconstructed sidewalk | Parking |
| New sidewalk | No parking |
| New shared pathway | New tree |
| Boulevard space | Existing Sidewalk that will not be replaced |

3D view



Cross section



Rossdale Road intersection closure with 98 Avenue and 102 Street

In the draft design:

- + Vehicle access to Rossdale Road from 102 Street and 98 Avenue is closed
- + The existing shared pathway is extended over the proposed closure at the Rossdale Road intersection
- + Boulevards are added on either side of the shared pathway
- + Trees are added in boulevards wherever feasible

Key design influences:

City policies and programs

- + The Safe Mobility Strategy promotes designing Edmonton's streets so that they are for everyone, no matter how they are moving, and so that the most vulnerable users are protected
- + The Complete Streets Design and Construction Standards promotes the incorporation of trees into boulevards and The Accessibility for People with Disabilities Policy supports developing communities that are accessible for everyone

Design considerations and technical requirements

- + The current intersection configuration results in overlapping driving and crossing movements that are unclear and unpredictable for people driving, walking and biking

Vision and Guiding Principles

Aligns with the following principles:



Plan view



- | | |
|---------------------------------------------|-----------------|
| Reconstructed sidewalk | Parking allowed |
| New sidewalk | New tree |
| New shared pathway | Boulevard space |
| Existing Sidewalk that will not be replaced | |

Video overview

[Click here!](#)
for a video walkthrough of this draft design.

3D view



Rossdale road intersection - Looking east



Rossdale road intersection - Looking west