

Concept Overview

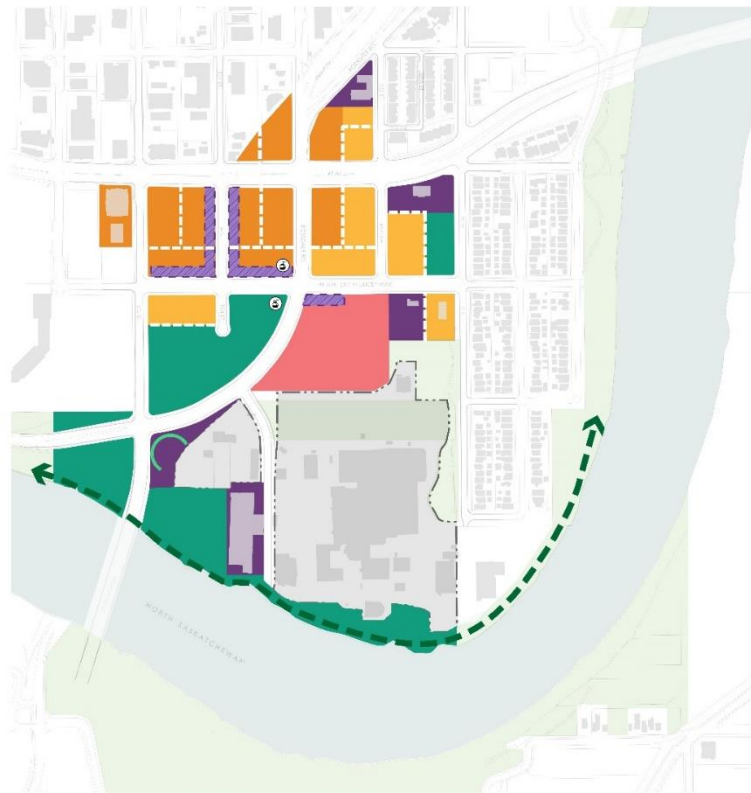


Figure 1.1 Preferred Concept

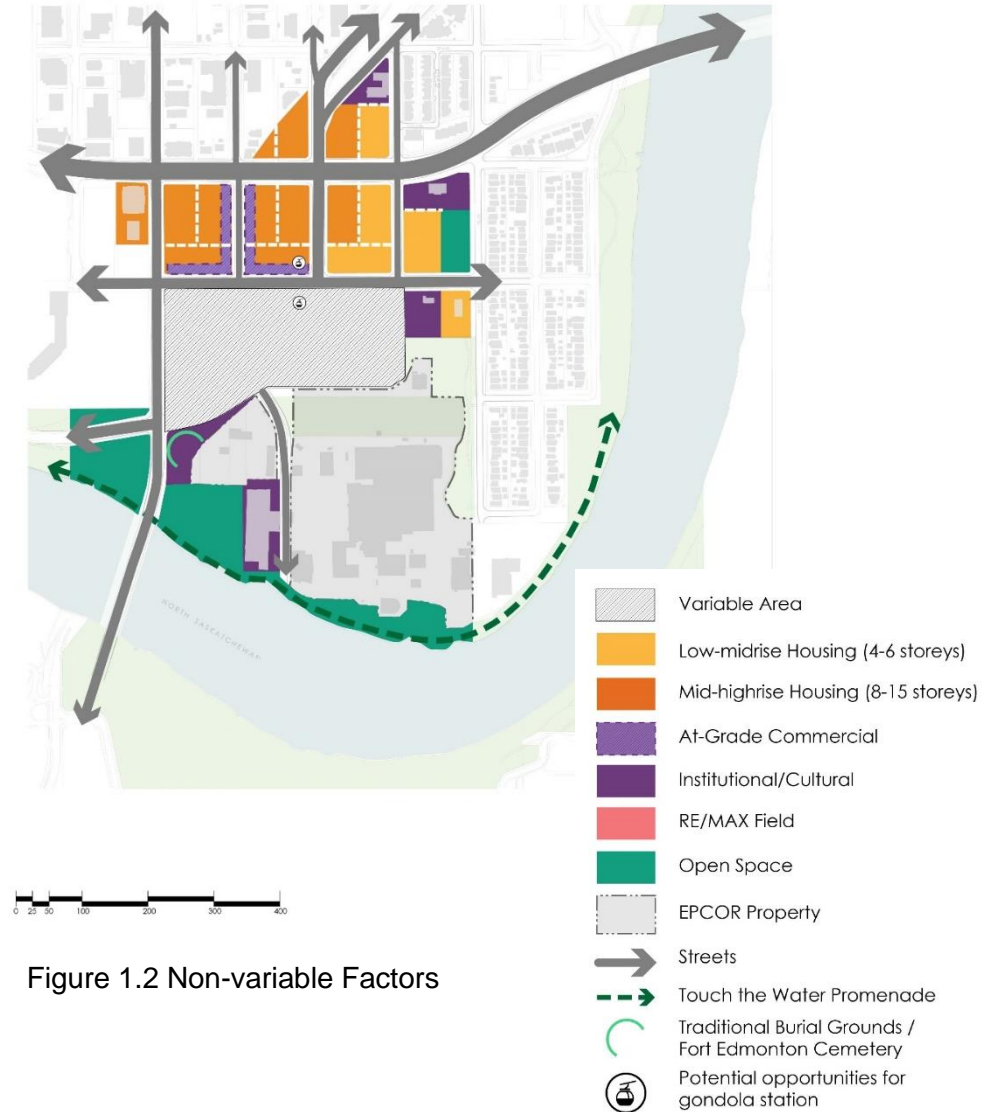


Figure 1.2 Non-variable Factors

Preferred Concept

Development Statistics	
Developable Area	5.82 ha
Open Space Area	2.65 ha

Net Present Value		
	Costs*	\$60M
Without CRL	Revenue	\$45M
	Sum (Revenue – Costs)	-\$15M
With CRL	Revenue	\$90M
	Sum (Revenue – Costs)	\$30M

Non-Variable Factors

- Development is focused north of 96 Avenue
- Cultural and historic sites are maintained throughout the plan area
- A grid of streets is established north of 96 Avenue, including the realignment of 104 Street and Rossdale Road intersections with 97 Avenue, and the extension of 102 Street.
- Open space is proposed along the river to support the Touch the Water project and the existing open space network.
- Commercial mixed-use development is focused along 104 Street.
- Development intensity and height scales down to the east to transition to existing low-density residential community
- Half of the existing school grounds are retained as open space, intended to primarily serve the existing community as well as new adjacent residential
- Potential gondola station locations are located near Rossdale Road, with the final location to be determined through the separate gondola project

*Costs do not include deep utilities

Rossdale Road

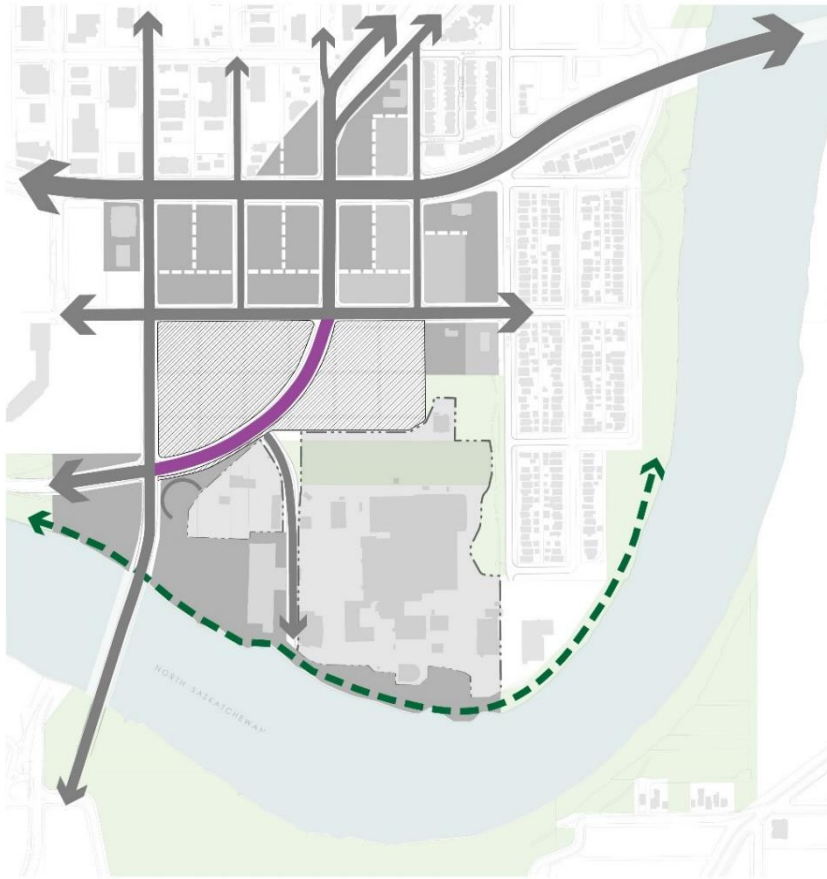


Figure 2.1 Rossdale Road Remains In

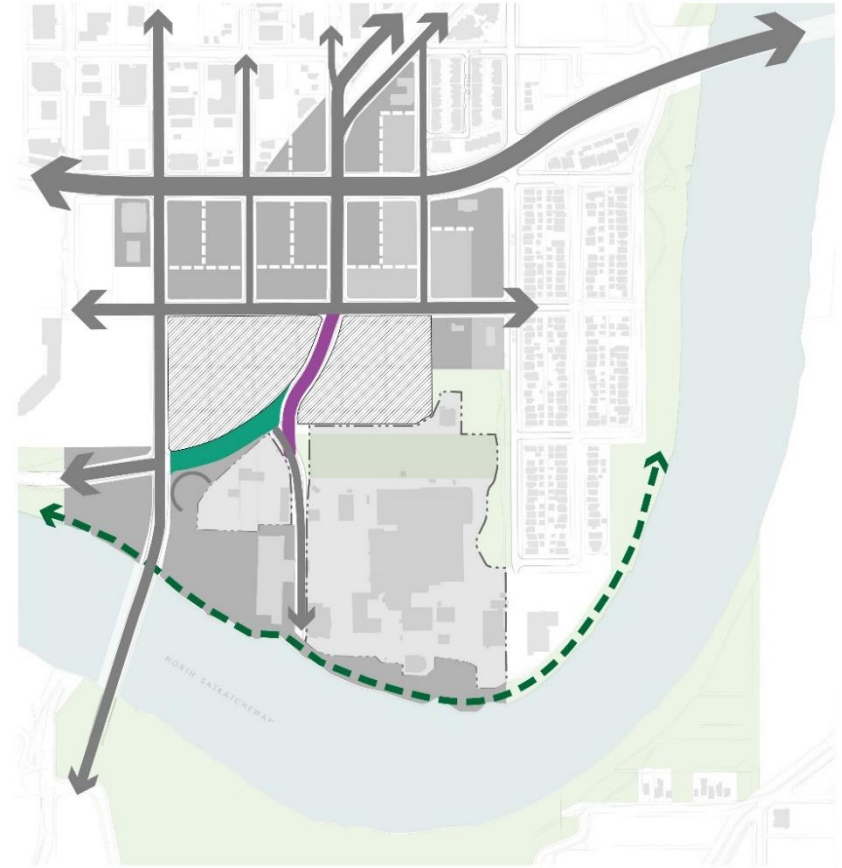





Figure 2.2 Rossdale Road Removed

-  Variable Area
-  Rossdale Road
-  Open Space

Rossdale Road

Impact on Development Statistics

	Remains In	Removed
Developable Area	0.0	0.0
Open Space Area	0.0	+ 0.96 ha
Rossdale Road Length	+570 m	+160 m

Impact on Net Present Value (Based on Preferred Concept)

	Remains In	Removed
Costs	N/A	-\$1M
Revenue	N/A	\$0M
Sum (Revenue – Costs)	N/A	+ \$1M

Considerations

Rossdale Road Remains In

Costs required to redesign the road in order to reduce the physical barrier within the community and increase safety for all modes.

Separates the burial grounds from the proposed park area.

Rossdale Road Removed

In August 2018, the City of Edmonton modelled a 2030 scenario under a previous land use concept with Rossdale Road completely removed between 105 Street and 96 Avenue. This also included the removal of 104 Street. In order to accommodate the southbound traffic, the conversion of 105 Street to a two-way street would be required. While detailed intersection analysis was not completed for this roadway network option, the following high-level comments are advanced:

- The removal of southbound traffic through the River Crossing area requires the two-way conversion of 105 Street. This two-way conversion would require additional analysis and consideration to understand the impacts to adjacent land area, northbound lane alignment with the Waltherdale Bridge and 105 Street north of 97 Avenue, and intersection upgrades at 97 Avenue/105 Street intersection to accommodate southbound traffic.
- 2030 Level of Service (LOS) plots provided by the City of Edmonton identified potential constraints in the roadway network including northbound traffic at River Valley Road / 105 Street, eastbound traffic on River Valley Road at Groat Road, westbound traffic on 97 Avenue at 104 Street, northbound traffic on 105 Street to 97 Avenue and eastbound traffic on 97 Avenue at 104 Street.

Interpretive Park

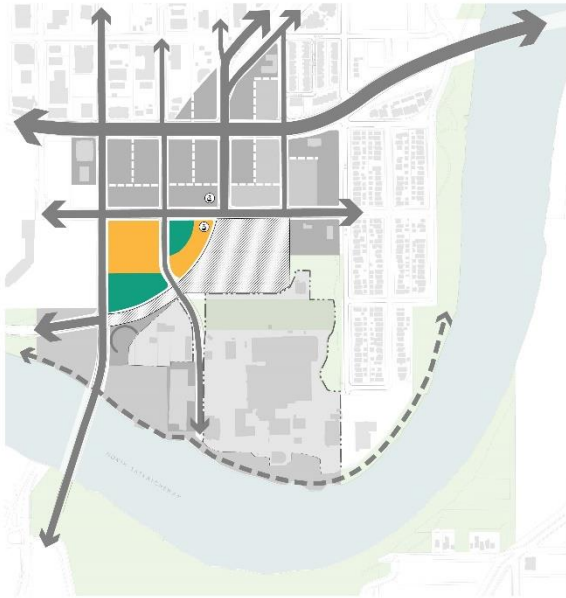


Figure 3.1 Small Interpretive Park

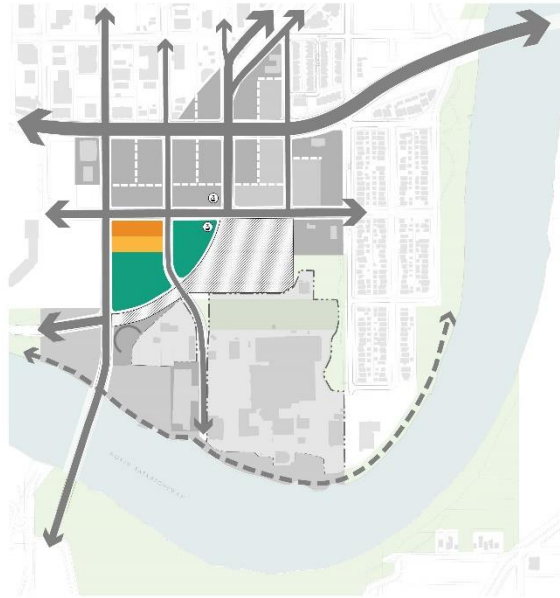


Figure 3.2 Medium Interpretive Park

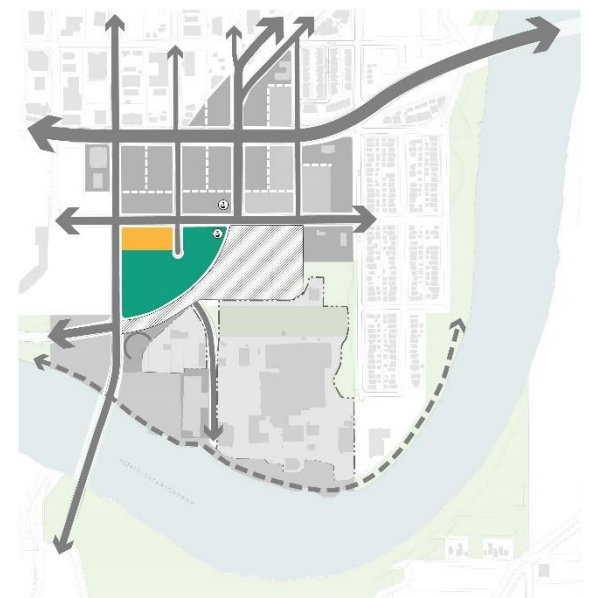


Figure 3.1 Large Interpretive Park



Interpretive Park

Impact on Development Statistics

	Small	Medium	Large
Developable Area	+1.35 ha	+0.44 ha	+0.45 ha
Open Space Area	+0.87 ha	+ 1.81 ha	+2.19 ha
104 Street Length	+160 m	+160 m	+30 m

Considerations

Small

Allows for maximum development opportunity
Maintains 104 Street as a grid connection for vehicles.

Medium

Balance between park and development area.
Maintains 104 Street as a grid connection for vehicles.

Impact on Net Present Value (Based on Preferred Concept)

	Small	Medium	Large
Costs	- \$4M	\$0M	N/A
Revenue	+ \$3M	\$0M	N/A
Sum (Revenue – Costs)	+ \$7M	\$0M	N/A

Large

Maximizes open space in the plan area, leaving north of 96 Avenue to be focused on development.

Size of park allows for inclusion of significant cultural amenity space.

Contributes to River Crossing as a destination within the city and the region.

Removal of 104 Street emphasizes pedestrian connections over vehicular connections.

RE/MAX Field

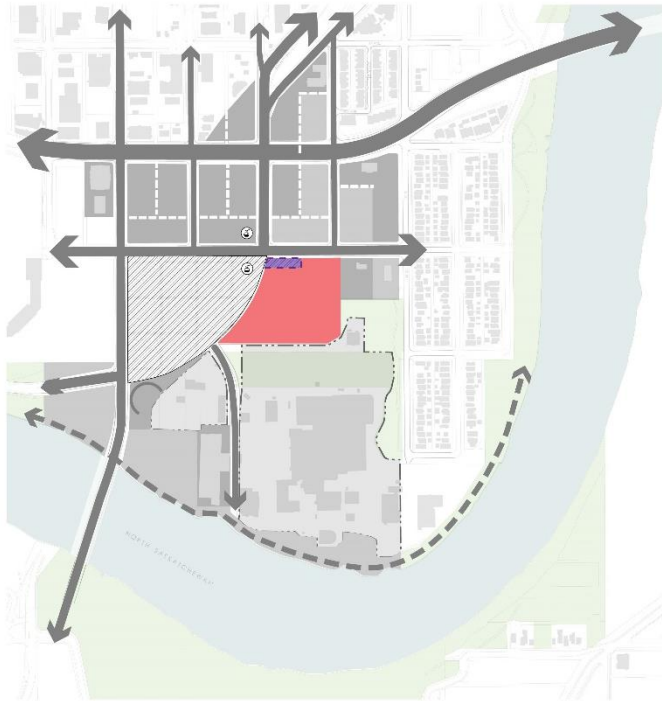


Figure 4.1 RE/MAX Field Remains In

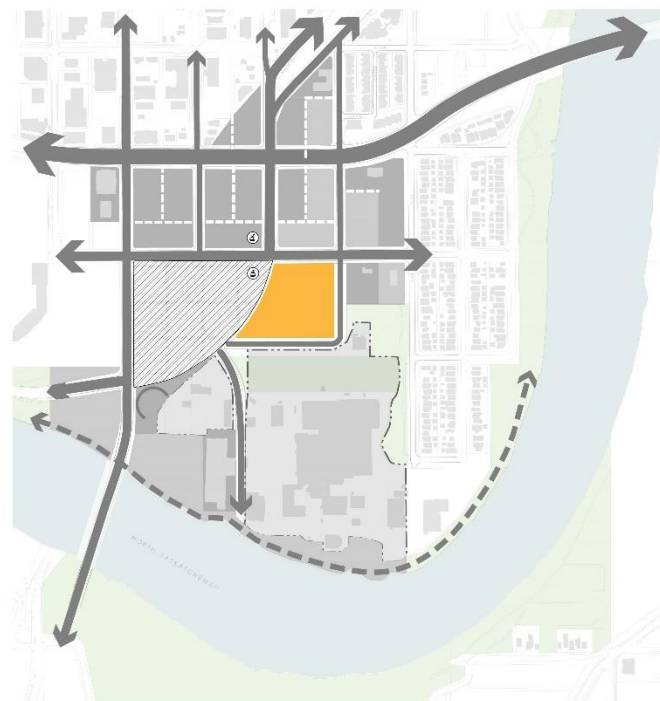


Figure 4.2 RE/MAX Field Removed

- Variable Area
- Low-midrise Housing (4-6 storeys)
- At-Grade Commercial
- RE/MAX Field

RE/MAX Field

Impact on Development Statistics

	Remains In	Removed
Developable Area	0.0	1.49
Institutional/Cultural Area	+2.26	0.0
102 Street Length	0.0	+300 m

Impact on Net Present Value (Based on Preferred Concept)

	Remains In	Removed
Costs	N/A	+ \$4M
Revenue	N/A	+ \$5M
Sum (Revenue – Costs)	N/A	+ \$1M

Considerations

Re/max Field Remains In

Continuation of existing lease for the near future.

Contributes to River Crossing as a destination and the engaging mix of uses provided in the area.

Allows opportunity for potential redevelopment in the future through additional design work.

Re/max Field Removed

Eliminates costs to maintain the facilities.

Existing lease to be addressed.

Additional residential development opportunities.

Canal

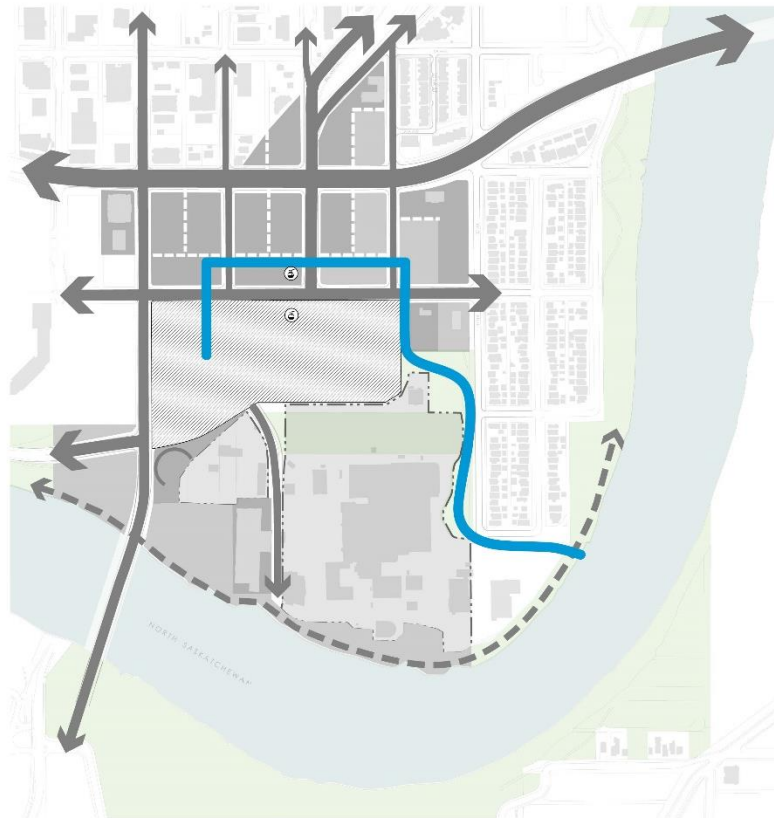


Figure 5.1 Add Canal



Canal

Impact on Development Statistics		
	Add Canal	No Canal
Developable Area	-0.16 ha	0.0
Institutional/Cultural Area	0.0	0.0

Impact on Net Present Value (Based on Preferred Concept)		
	Add Canal	No Canal
Costs	+ \$26M	N/A
Revenue	- \$1M	N/A
Sum (Revenue – Costs)	-\$27M	N/A

Considerations

Add Canal

Contributes to unique destination character of River Crossing, and may increase value of adjacent land.

Significant infrastructure requirements to implement.

Lacks community and public support.

No Canal

Water focus is primarily related to the river, supports Touch the Water project.

Maintains developable area and park space.

Considers opportunity for other water features and elements to be implemented through development or open spaces that contribute to the character of the area with reduced infrastructure requirements.

Preferred Concept

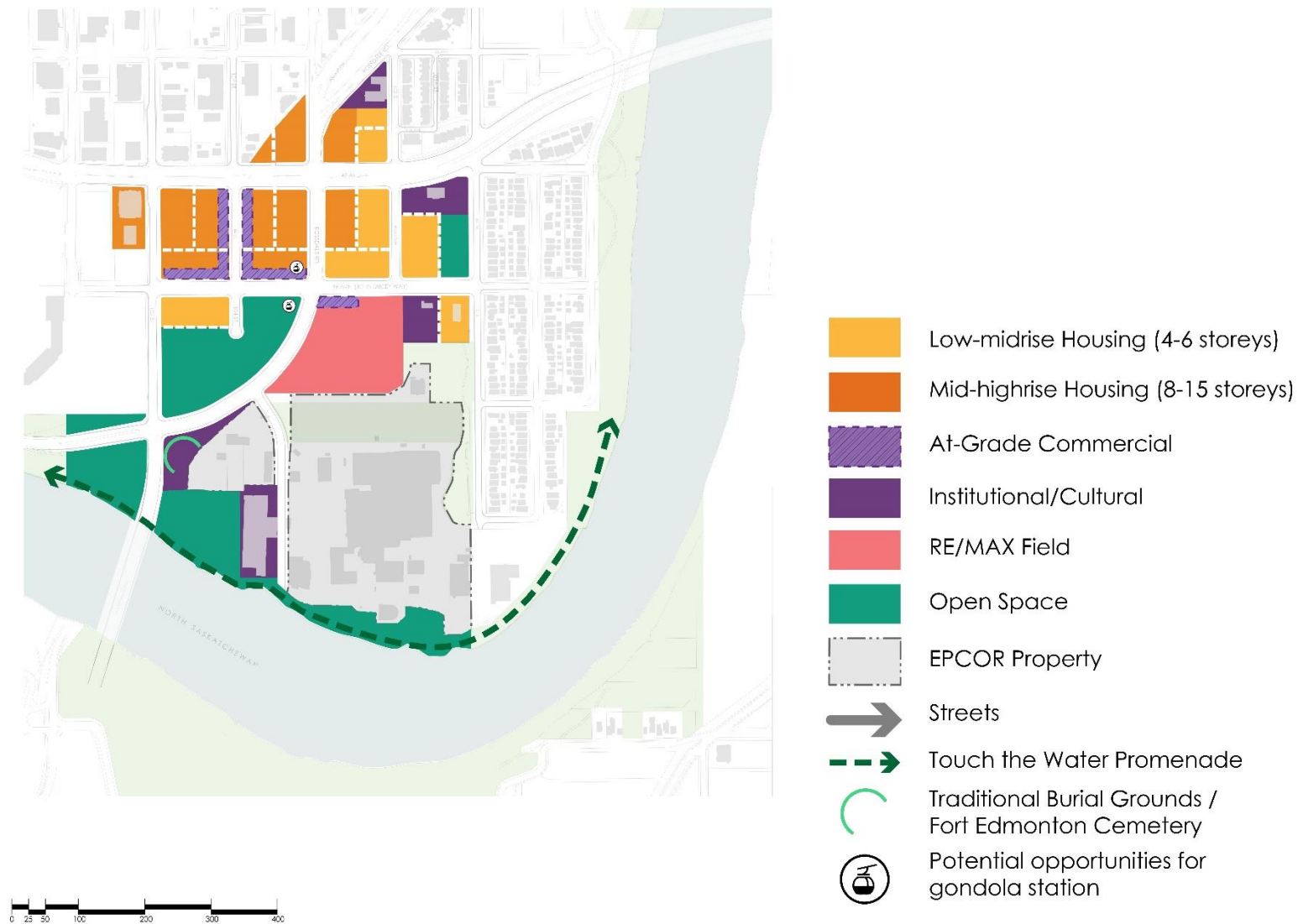


Figure 6.1 Preferred Concept

Preferred Concept

Development Statistics	
Developable Area	5.82 ha
Open Space Area	2.65 ha

Net Present Value		
	Costs	\$60M
Without CRL	Revenue	\$45M
	Sum (Revenue – Costs)	-\$15M
With CRL	Revenue	\$90M
	Sum (Revenue – Costs)	\$30M

Decision Matrix			
Options		Preferred Scenario	Rationale
Rosssdale Road	Remains In	Remains In	Keeping this road maintains access to downtown from the south and facilitates access to RE/MAX Field and the interpretive park. The road can be redesigned to be much less of a barrier than it is today. A portion of the road is necessary in any case to provide access to the power plant and EPCOR site. The portion that could be removed would add to the size of the interpretive park. Removing Rosssdale Road would require 105 Street to become two-way. This would be challenging from an engineering perspective but could be investigated if it is the will of Council.
	Removed		
Interpretive Park	Small	Large	Vertical development close to the burial ground would not be prudent because of archaeological sensitivities and unanimous Indigenous concerns about development negatively impacting the burial ground. This provides an opportunity for the interpretive park, a significant open space to celebrate the Indigenous and Settler legacy of the area. The interpretive park would provide gathering space and help make River Crossing an inclusive destination for the city and the region.
	Medium		
	Large		
RE/MAX Field	Remains In	Remains In	RE/MAX Field is in good repair and contributes to River Crossing as a destination. Given the development absorption in the area, RE/MAX Field will not be required for development for at least 10 years. If after a 10 year lease it is determined that the facility is no longer viable, the site can be redeveloped for housing.
	Redeveloped		
Canal	Central Canal Feature	No Canal	While a canal could have made an attractive feature for adjacent development, the concept lacked the historical and cultural authenticity warranted through the

*Costs do not include deep utilities

	No Canal		Heritage Interpretive Plan. Public and Indigenous engagement strongly favoured connecting people to the river and activating the power plant over the creation of a non-riverfront water feature. However, there is still opportunity for a focus on water through public realm design and water features in the development area.
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