

Rossville Neighbourhood Renewal

Neighbourhood Renewal program overview

Planning for Rossville Neighbourhood Renewal is underway. The City's Neighbourhood Renewal Program reconstructs roads and curbs, replaces street lights, repairs sidewalks and, where possible, addresses missing links to support people who bike, walk and roll. The new infrastructure will provide enhancements to the neighbourhood for the next 30 to 50 years.

Summary of our work to date

The Neighbourhood Renewal program follows the road map to the right. At each step, the Project Team shares with you how your input will inform the decisions being made.

In August 2025, during public engagement for the **Exploring Options and Tradeoffs** stage, the Project Team presented several design options throughout Rossville. Participants were asked to identify which benefits and tradeoffs they felt were most important for each option and to share any additional considerations for the Project Team. A What We Heard report will be shared with a summary of the feedback from the stage.

In this newsletter, you will find information about:

- + Work we've completed to date
- + Decision making process
- + City policies, programs and standards
- + Changes coming to Rossville
- + Next steps



Decision making process

City policies and programs 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.

City policies and standards

City policies and standards guide how the renewal is designed, outlining what must be considered, such as traffic safety, green infrastructure and walking and cycling connections. The key policies influencing this project are summarized in the section below.

Technical requirements

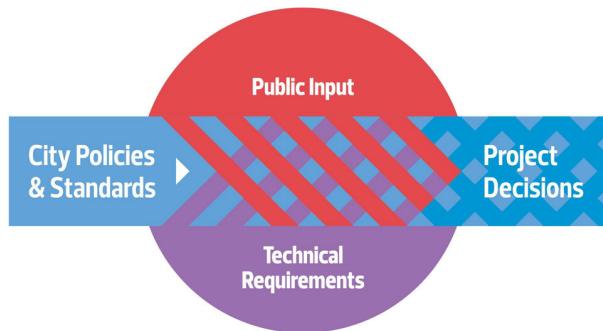
Each road, sidewalk, park and open space is unique, which is why the Project Team conducts technical reviews to determine if and where new infrastructure can be built. Factors such as narrow roadways, utilities, property constraints and mature trees can limit what is possible. These reviews help ensure decisions are fiscally responsible and align with best practices. The Project Team also evaluates existing neighbourhood infrastructure, how public land is being used, and local traffic and parking patterns.

Public input

Local knowledge is important in helping the Project Team understand how the neighbourhood is used today and how it can be improved for the future.

Public feedback is not a vote or a statistical representation of all residents, but it does highlight local concerns and priorities. While feedback cannot change City policy, the Project Team listens to concerns and, where possible, adjusts designs to reflect the community's priorities and desired tradeoffs.

During the Community Feedback on Draft Design stage, community members provide input to help the Project Team **REFINE** the design, by understanding 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.

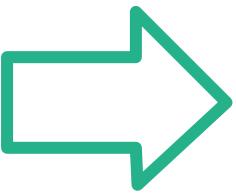


Changes coming to Rossdale

Neighbourhood Renewal includes a number of changes to how streets, sidewalks and curbside spaces function in Rossdale. The following sections explain the proposed changes, some of the feedback we heard from the community and the policies and factors guiding the Project Team's decision making. Public input helps the Project Team understand local needs and concerns and is considered along with City policies and technical analysis when refining designs. More information on referenced policies is available on Pages 7-8 of this newsletter.

The images shown in this document are from completed Neighbourhood Renewal projects. These help demonstrate how the features could be implemented in Rossdale Neighbourhood Renewal.

Missing sidewalks: Neighbourhood Renewal adds new sidewalks where they are currently missing. This could include adding sidewalks on blocks where missing, or creating links between existing sidewalks to improve connections for those who walk and roll.

 The City will build new sidewalks in locations where they are currently missing to support safer, more accessible travel for people of all ages and abilities. Adding missing links helps create a connected walking and rolling network, consistent with the [Complete Streets Design and Construction Standards](#), [District Policy and Central District Plan](#) and the [Accessibility for People with Disabilities Policy](#).

Missing sidewalk changes in Hairsine

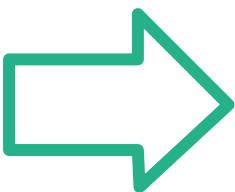


Before renewal



After renewal

Curb area and parking: Proposed changes aim to balance parking, loading, pick-up and drop-off and active transportation needs. These changes may include repurposing some on-street parking to protect existing trees or widen sidewalks or boulevards along certain roads.



This work is guided by the [Curbside Priorities Framework](#) and the [Complete Streets Design and Construction Standards](#), which aim to manage curbside space as a shared public asset that supports safe streets for active transportation. These policies help ensure curbside space is allocated in a way that aligns with broader goals for mobility and neighbourhood connectivity.

Curb area changes in Hairsine

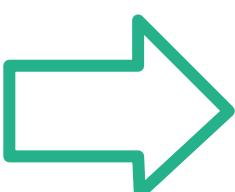


Before renewal



After renewal

Bike infrastructure: Proposed changes include adding shared pathways, widening existing sidewalks and, in some locations, introducing new bike lanes. These improvements aim to create safe and comfortable routes for people who bike, roll and walk.



These changes align with the [Bike Plan](#), the [Complete Streets Design and Construction Standards](#) and the [Active Transportation Policy](#) which all support a connected, all-season active transportation network. Improving bike infrastructure helps expand transportation options, reduce greenhouse gas emissions and enhance safety for all users.

Bike infrastructure changes along 137 Avenue

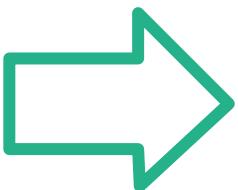


Before renewal



After renewal

Raised crossings and intersections: Proposed changes include adding raised crossings in certain intersections that are built at the same height as the sidewalk surface. These are being proposed in select intersections to slow traffic and enhance safety for those walking and rolling at road crossings.

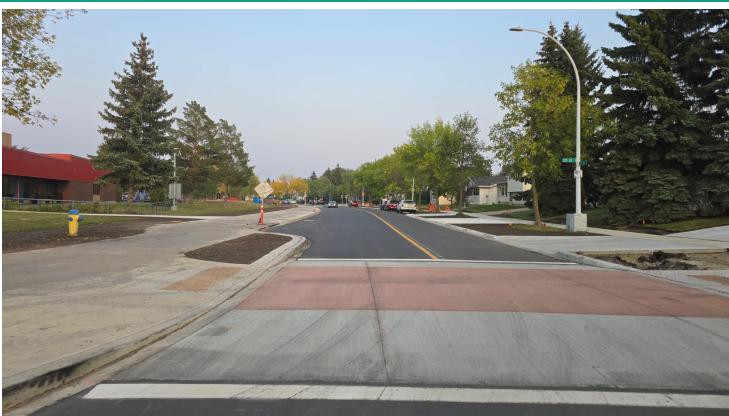


Raised crossings and intersections support several City policies, including the [Safe Mobility Strategy](#), [Complete Streets Design and Construction Standards](#) and [Accessibility for People with Disabilities Policy](#). These policies aim to improve safety, reduce driver speeds and create crossings that are more accessible for people walking and rolling in all seasons. Raised crossings and intersections increase visibility as they are higher than the road and the level surface supports users that have difficulty on steep corner curb ramps. Raised crossings and intersections can be maintained through regular winter operations and emergency vehicles will continue to access and travel through these locations without restriction.

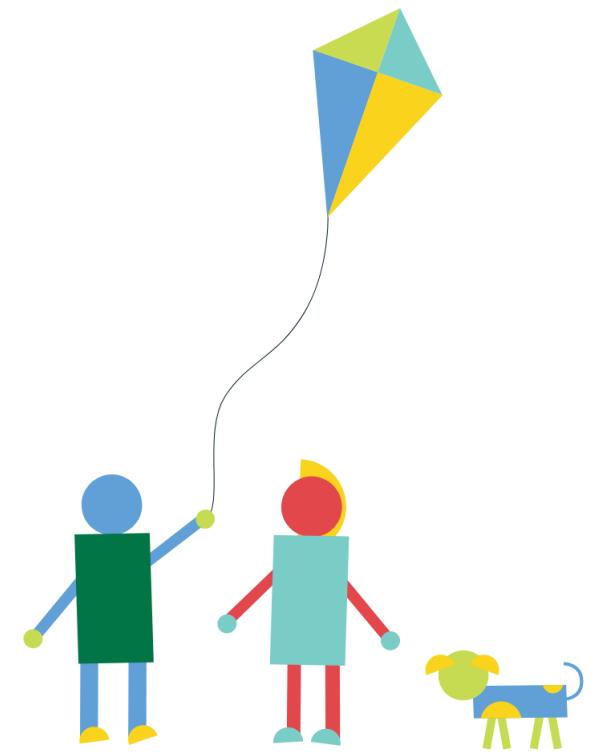
Raised crossing and intersection changes in the Gariepy neighbourhood



Before renewal



After renewal



Trees and vegetation: In some locations, the City is proposing to enhance open space along roadways and sidewalks by adding new landscaped boulevards, trees and Low Impact Development (LID). In other locations, some trees or vegetation within the road right-of-way may need to be removed depending on the final design.

These changes align with the [Corporate Tree Management Policy](#) and [The City Plan](#) which guide how open space and tree planting are included in street design. Expanding planting areas and maintaining the plants and trees helps support stormwater management (managed by EPCOR), reduce the heat island effect and provide environmental benefits along roadways and sidewalks.

Street lights:

All street lights in the neighbourhood will be upgraded to LED luminaires, which will improve lighting levels throughout the neighbourhood. Decorative street lights already exist throughout the neighbourhood and will either be refurbished or replaced as decorative street lights during construction, at no extra cost to property owners.

While lighting will be improved along neighbourhood streets, lights will not be added to the river valley pathway or increased under the James McDonald bridge. This is due to environmental regulations, such as the [North Saskatchewan River Valley Area Redevelopment Plan](#) that protect the North Saskatchewan River Valley. Additional lighting in these natural areas can disturb wildlife movement and night-time behaviours.

New grassed boulevard and trees in Hairsine



Existing street lights to be renewed with an LED light



City policies, programs and standards

There are many City policies and programs that guide the design. These policies 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.

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

Complete Streets Design and Construction Standards

- + Sets out requirements for the planning, design and construction of streets that are context sensitive and that support safe and connected travel for all users and all modes of transportation
- + To achieve this, some streets will prioritize certain modes over others, informing which trade-offs are more acceptable. For example, a street that has cycling or walking priority may accept trade-offs such as reducing design speed, diverting traffic or removing parking to allow for better walking and cycling facilities

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

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

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

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

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

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

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

Next steps

Later in 2026, the Project Team will share the draft design for your neighbourhood. During the **Community Feedback on Draft Design** stage we will invite you to provide your feedback that we will consider as we **REFINE** the final design for Rossdale Neighbourhood Renewal.

Information will also be provided about cost-sharing opportunities for sidewalk reconstruction through the [Local Improvement process](#). New sidewalks added where currently missing are built with no additional cost to property owners.

For more information regarding the Rossdale Neighbourhood Renewal, upcoming public engagement activities and to subscribe for project updates, please visit edmonton.ca/BuildingRossdale.

