

# Argyll Park Consultation – September 24, 2007

## Summary Report

### **Recommendation:**

Based on the feedback received at the Argyll Park Open House on September 24, 2007 and throughout the consultation process, Community Services will be recommending that City Council approve the Argyll Velodrome Redevelopment project. This recommendation will go to Council for approval early in the first quarter of 2008. The Argyll Park Master Plan will be approved by Asset Management & Public Works subject to final circulation and review.

### **Background:**

The City of Edmonton has been working on three integrated initiatives at the Argyll Park site. These include the overall Argyll Park Master Plan, the proposed redevelopment of the Argyll Velodrome in partnership with the Argyll Velodrome Association (AVA), and the Argyll School Surplus site.

The key milestones and public meetings to date have been:

- March 2005: The AVA submitted a proposal to the City of Edmonton to redevelop the existing Velodrome.
- Summer 2005: AVA contracted Bannister Research & Consulting to complete two telephone surveys with residents and park stakeholder groups.
- Fall 2005: City identified the need to complete a park master plan for Argyll Park.
- May 2006: Edmonton Public School Board (EPSB) surplused Argyll School and the City had the first right to purchase the site.
- June 27, 2006: The AVA presented the preliminary results of the telephone surveys (39 people attended).
- September 28, 2006: 1<sup>st</sup> Master Plan public consultation (160 people attended).
- October 4, 2006: Argyll Surplus School public meeting (163 people attended).
- December 14, 2006: 2<sup>nd</sup> Master Plan public consultation with presentations on the Velodrome and Argyll School (85 people attended).
- January 31, 2007: City of Edmonton notified the EPSB of the City's intent to purchase the entire school site (land and building) for \$2.7 million.
- April 11, 2007: AVA made a presentation to Argyll, Hazeldean and Ritchie league representatives - Avonmore and King Edward Park were not in attendance (27 people attended).
- June 18, 2007: AVA held a meeting with Argyll and Hazeldean Community League and City representatives. (13 group reps, 6 city reps and 1 Bunt Engineering rep attended.)
- August 24, 2007: Argyll School was registered with Alberta Registries, Land Titles North in the name of the City of Edmonton.

- September 24, 2007: Argyll Park Open House (featuring Master Plan, Argyll School, Velodrome and Transportation stations). 296 people attended.

At the September 24, 2007 Argyll Park Open House, five separate information stations were set up and attendees could drop in any time between 4:00 and 8:00 p.m. Representatives at each station provided a project update and answered questions. The stations were:

1. An overview of the process to date
2. Argyll Park Master Plan
3. Argyll Velodrome
4. Argyll Surplus School
5. Transportation and park access

### **Summary of the September 24<sup>th</sup> Open House:**

- 296 people attended the drop-in open house between 4:00 and 8:00 p.m. at the Edmonton Chinese Christian Church.
- 245 provided feedback on the Master Plan (137 residents and 108 representatives of park user groups).
- 241 provided feedback on the Velodrome (123 residents and 118 representatives of park user groups).

### **Interpretation:**

The feedback gathered at the September 24<sup>th</sup> Open House has been collated and summarized. The detailed findings are found in the two documents entitled "*Argyll Park Preliminary Master Plan Feedback Summary*" and "*Velodrome Redevelopment Proposal Feedback Summary*".

### **We Heard You Say:**

#### **A. Argyll Park Master Plan:**

The common themes from the feedback are (in no particular order):

1. *There is broad support (216 'supported' or 'supported with suggestions' out of the total 245 responses) for the proposed Argyll Park Master Plan, including the phasing in of the 60-stall parking lot and the inclusion of the Velodrome redevelopment as part of the plan.*

**ACTION:** The Master Plan will remain essentially the same as was presented on September 24, 2007. The minor adjustments made to the concept plan as a result of the feedback received at the open house are:

- a) It is recommended that four of the ball diamonds be reconfigured so that the home bases will be closer to the central parking lot.
- b) It is recommended that a 2.4 metre wide trail be added from the four ball diamonds to the central parking lot.
- c) It is recommended that the privies be relocated to a low profile location northwest of the playground.

d) It is recommended that the path be hard surfaced on the west perimeter of the site and remain as is on the east side of the site between the Velodrome and the toboggan hill.

Subsequent to the Argyll Park Open House, the Argyll Velodrome Redevelopment project was reviewed for compliance with the River Valley Bylaw. This has been accomplished through the recent approval of the Environmental Screening Report by the Planning and Development Department.

2. *Concerns are split regarding the implementation of the potential second parking lot in the southwest corner of the park. Some stakeholders expressed concern that if the parking lot is implemented, it will reduce green space. Other stakeholders expressed concern that there is an immediate need for additional parking.*

**ACTION:** The phased approach toward the proposed 60-stall parking lot received broad support and will be adopted, with ball players encouraged to utilize the expanded central parking lot, once constructed. The success of this approach will be evaluated after this central parking lot is constructed. The proposed construction of the southwest 60-stall parking lot will be revisited only if all measures to encourage usage of the central parking lot prove unsuccessful. The community would be consulted at this stage.

To encourage usage of the central parking lot, signage will be posted in the neighbourhood, particularly along 88 Street and ball diamond user groups will be encouraged to ask their players to park accordingly as part of a user education campaign.

Parking on one side only of 88 Street will continue to be recommended to reduce congestion and would be implemented when the expanded central parking lot is constructed. Once again, the community would be consulted.

3. *There is broad support for the proposed trails and a strong desire to maintain park and green space.*

**ACTION:** The informal trail along the top of bank from near the bus stop at 88 Street and 66 Avenue will be recommended for upgrading to the paved 3 metre multi-use trail standard. This will extend the multi-use trail which comes on to 66 Avenue from the south behind the Chinese Christian Church.

A new hard surface path – as was shown on the master plan - will be recommended from the same area at the bus stop going along 88 Street and north of the playground to the Velodrome. This will form part of the previously described path from the ball diamonds to the central parking lot.

The informal path around the south east top of bank from the toboggan hill and ending at the paved path behind the Velodrome will be recommended to remain as an informal path.

4. *There is broad support for the need of washroom facilities including indoor and outdoor facilities. There was concern expressed regarding the location of the outdoor facilities.*

**ACTION:** As presented, washrooms in the Velodrome will be available for public use. There is support for the construction of a wooden structure to house several porta-potties for spring/summer/fall usage. This would be located to the northwest of the playground, in a relatively low profile location.

5. *Stakeholders expressed concerns regarding traffic and parking in the area.*

**ACTION:**

The City is aware of the community's traffic concerns. A Transportation Impact Assessment (TIA) / Parking Impact Assessment (PIA) has recently been completed by Bunt and Associates. The TIA/PIA has been reviewed by the Transportation Department and the following conclusions/comments around the Master Plan have been provided:

a) Both daily and peak hour traffic volumes on local and collector roads within the Argyll community are within the range of volumes expected for such roads, even with the additional traffic anticipated as a result of the park and Velodrome redevelopment.

b) The TIA recommends a review of the existing traffic controls (stop/yield/no control conditions) for intersections with 86 Street, 88 Street, and 69 Avenue. The Transportation Department will undertake periodic assessments as the park/Velodrome redevelopment progresses to ensure that traffic flow and safety are maintained. If a change in controls is required in accordance with city-wide guidelines, intersections will be upgraded with yield or stop signs as appropriate. A review will be conducted in May, 2008, to assess the effectiveness of the existing traffic controls prior to the commencement of redevelopment.

c) The TIA for the Southwoods Development in Hazeldean included additional background traffic associated with the redevelopment of Argyll Park and the Velodrome. The TIA/PIA for the Argyll Park/Velodrome Redevelopment also includes background traffic generated by the Southwoods Development (assigned to 66 Avenue).

d) 86 Street and 88 Street will not become ETS bus routes. However, it is anticipated that private charter buses and school buses will access the site for special events.

e) It is understood that the central parking lot adjacent to the Velodrome will expand from 99 stalls to 243 stalls in the first phase of redevelopment. As the redevelopment of the park site is expected to be staged over several years, the parking needs will be assessed over time. An additional 60-stall parking lot close to 66 Avenue should only be considered if parking adjacent to the Velodrome is found to be insufficient.

- f) If the 60-stall parking lot adjacent to 66 Avenue is required, the proposed access will require the relocation of an existing bus stop as well as consideration for the existing multi-use trail crossing.
- g) Parking for the surplus school site can be expanded and will depend on the final use for the building, which is undetermined at this time.
- h) The Transportation Department concurs with the TIA/PIA recommendation that a parking ban should be implemented for the park sides of 69 Avenue and 88 Street from May through August on evenings and weekends, to further encourage parking in the central parking lot, and to ensure the safe operations of these roadways. Future changes to the duration of the parking ban can be considered with the support of adjacent property owners.
- i) To encourage use of the central parking lot, the Transportation Department recommends that Community Services communicate with sports field user groups to promote parking in the lot rather than on community roadways.
- j) The Hazeldean / Argyll / Ritchie Community Traffic Management Plan (CTMP) was developed in the early 1990's and traffic calming measures in Hazeldean and Ritchie were implemented in 1995. 66 Avenue through Argyll was included in this study. While there is evidence of some shortcutting and speeding traffic on 66 Avenue, the study concluded that physical traffic calming measures would be largely ineffective. There was also a great deal of community opposition to traffic calming. At that time, there was little evidence of any shortcutting or speeding traffic on local residential roads in the Argyll neighbourhood.
- k) Due to the numerous concerns raised about a speeding problem on 86 Street, the Transportation Department embarked on a speed survey for 86 Street north of 67 Avenue in October, 2007. Based on the results, there continues to be no evidence of shortcutting or speeding traffic. The average "weekday" speed of 35 km/h is significantly lower than the 50 km/h speed limit, and only 3% of vehicles were found to be exceeding the speed limit. Higher than typical hourly traffic volumes were measured during one evening "event"; the average speed measured during this time period was found to be 37 km/h, which again, is not suggestive of a speeding problem. The Transportation Department is willing to undertake a further speed survey at this same location in May, 2008, to determine the consistency of the speed survey findings during the time of peak sports field usage.
- l) The Argyll community has proposed a number of traffic improvements, including traffic calming on 86 Street (reconfiguring intersections with 66 Avenue and 69 Avenue). The reconfiguration of these intersections is not required to support the redevelopment and are therefore, NOT being considered further in conjunction with either the Argyll Park Master Plan or the Argyll Velodrome Redevelopment.
- m) Based on the findings of the 86 Street speed survey, the Transportation Department does not support the installation of any traffic calming measures, including speed humps, on this roadway.

## **B. Argyll Velodrome:**

The common themes from the feedback are (in no particular order):

1. *There is broad support (213 'supported' or 'supported with suggestions' out of the total 241 responses) for the Velodrome Redevelopment Proposal.*

**ACTION:** Based on this level of support, the Administration will be recommending to City Council that we proceed with the proposed Argyll Velodrome Redevelopment.

2. *Comments were provided regarding the design and operations of the building (ie. activity set up of the infield area, look of the facility, type of food available in the facility, etc.)*

**ACTION:** Feedback generated from the Argyll Park Open House regarding the design will be reviewed by various City departments and the AVA to ensure that the look and design of the building fits within the development area and that the facility is built to a City of Edmonton standard that will result in a high quality facility. A presentation of the Velodrome design and site layout will also be made to the Edmonton Design Committee. With regard to feedback specific to the operations of the Velodrome, the City will be working in partnership with the AVA to respond to this feedback once the project is further along. For example, the design of the infield allows for numerous potential sport layouts which will allow for more flexibility around programming and rental opportunities. However, the proposed project is not at a point that specific programming has been determined.

3. *There is a desire for community access to be considered (ie. a discounted usage rate, seniors discount, etc.)*

**ACTION:** The AVA and the City of Edmonton will be discussing a number of items around public access of the facility (access for low-income individuals and families, community access, access for seniors, etc.) to ensure that the facility is accessible to local residents and citizens in general. The process and the potential for discounted fees will continue to be discussed and determined further along in the development process.

4. *Stakeholders expressed concerns regarding traffic and parking in the area.*

**ACTION:**

The TIA/PIA was reviewed by the Transportation Department and the following conclusions/comments around the Velodrome redevelopment have been provided:

- a) Access to the large central parking facility proposed for the corner of 69 Avenue and 88 Street must be reviewed by the Transportation Department to ensure that the access will operate efficiently and safely. The review will consider curvature of the road to ensure sufficient sightlines are in place for vehicles entering and exiting the access.
- b) Bicycle parking shall be provided in accordance with the Edmonton Zoning Bylaw; given the recreational use of the site and the bicycle orientation of the

Velodrome itself, it is suggested that provision of bicycle parking facilities exceed the bylaw requirements and that bicycle parking be made available throughout the site.

c) Loading space requirements are determined by the Edmonton Zoning Bylaw; the Transportation Department does not concur with the TIA recommendation for a single loading zone adjacent to the Velodrome. A minimum of two loading zone spaces will be required.

d) Consideration should be given in the parking lot design to develop a drop-off/pick-up area in close proximity to the front entrance of the Velodrome and to the provision of safe pedestrian routes around and across the parking lot.

### **What Will Happen Next:**

- The Argyll Park Master Plan will be circulated through the appropriate internal City departments for review and sign-off in the near future. It will be forwarded to City Council for information early in the first quarter of 2008.
- The proposed Argyll Velodrome Redevelopment project will be forwarded to City Council for approval sometime in the first quarter of 2008.
- The Argyll School is currently undergoing further building assessments to determine what improvements are required and at what cost. The assessments should be complete by late November. The non-profit tenant selection process is being developed and will be finalized subject to the findings in the building assessments. The City will continue to inform the community as new information becomes available.

### **City of Edmonton Contacts:**

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