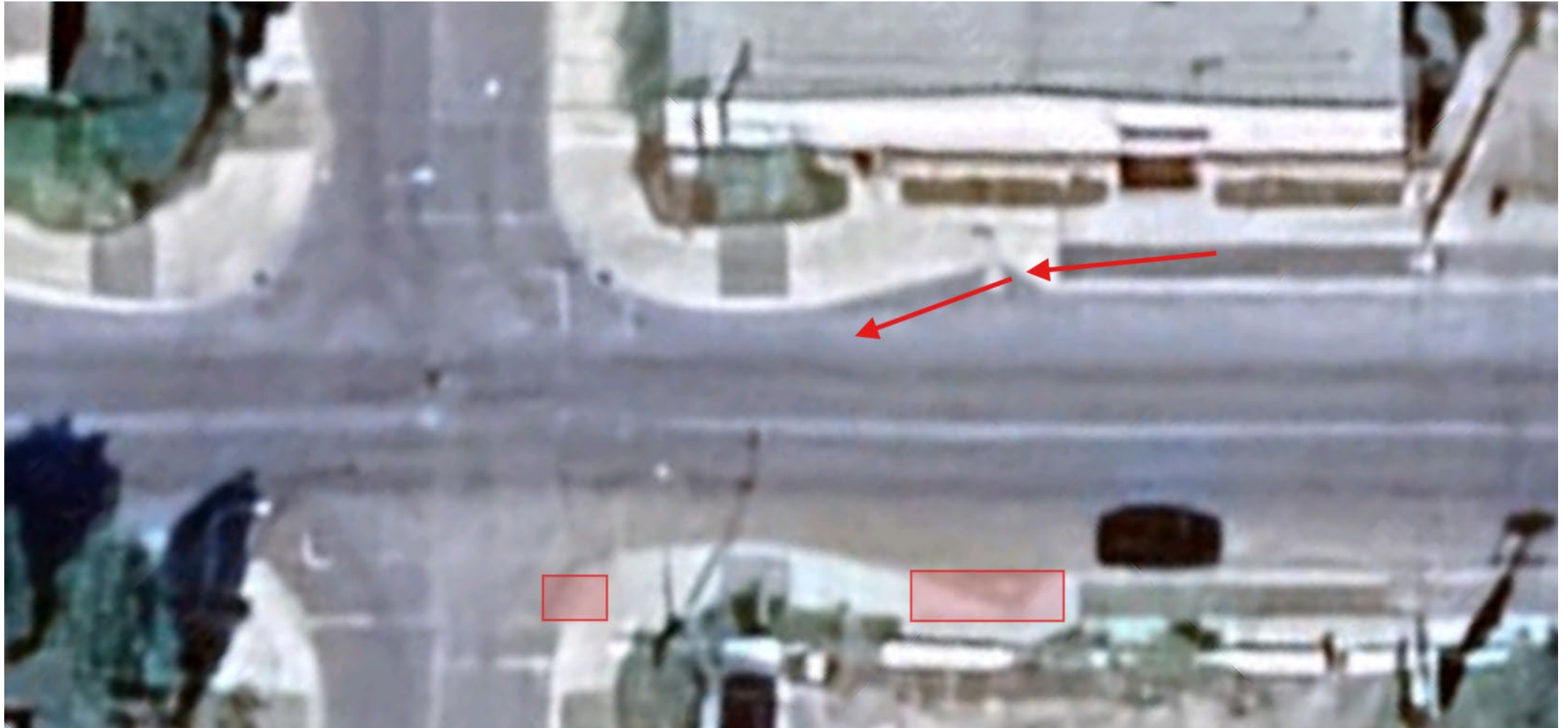


We need to reduce our car dependency

- **Pollution**
- **Physical & mental health**
- **Public safety**
- **Financial burden**

52nd Street Bike Path



Raised Crosswalks



Frame Lake Trail Extension



Presentation to City Council

Becca Denley

Oct. 28, 2024



Streets Should be Designed for People First...

Giving people choice in how they navigate their community.

- “Complete Streets” Concept**
- less conflicts** with motorized traffic
- kids **feel safe** to walk and bike
- elders can **walk, bike or wheel** themselves with ease
- create stronger communities**

20-40% of people can't, won't, or shouldn't drive vehicles, so it's time that our streets became a place that welcomed people to choose how they move.



ARTWALKS – YELLOWKNIFE SCHOOLS

- ❑ Volunteer-Run-Initiative
- ❑ Letters of Support from Schools
- ❑ Artists Robbie Craig, Robyn Scott, Janet Pacey, Alison McCreesh, Aidan Cartwright, etc.
- ❑ Educational, helps to build community
- ❑ Multi-year initiative
- ❑ Volunteers excited to help paint
- ❑ Also looking for other sources of funding



RANGE LAKE ROAD – TRIAL BIKE LANES



RANGE LAKE ROAD – TRIAL BIKE LANES



Range Lake Road Statistics:

Residential Street with 2 schools located on Southeast side of road.
Width is 15.5m (51ft) wide
Parking available on both sides of the street

Typical Street Standards require:
3m(9.8ft) per vehicular lane
2.5m(8.2ft) for parking.
That still leaves 4.5m(14.8ft) to work with...

Highest traffic is during school drop-off

WHAT IF:

Traffic Calming Measures were implemented?

Protected, separated Bike Lanes or Multiuse Path was implemented?

More kids walked or biked to school?

Parents biked with their kids to school?

What would this road start to look like?

RANGE LAKE ROAD – TRIAL BIKE LANES



Option 1: Extend Sidewalk to create a wide multi-use path on West and East Side

Pros:

Bikes have a protected bike lane on both sides of the street

Street Parking still available on both sides

Cons:

RANGE LAKE ROAD – TRIAL BIKE LANES



Option 2: Extend Sidewalk to create a wide multi-use path on West and East Side
- Allow for central shrubs/trees, remove one side of parking.

Pros:

Bikes have a protected bike lane on both sides of the street

Added green space helps to slow traffic while also beautifying space

Cons:

No Parking on North Side, however there are less needs for parking here.

RANGE LAKE ROAD – TRIAL BIKE LANES



Option 3: Keep Parking Where it is on West Side, move parking on South Side away from curb, add buffer for parked car doors, and create protected, bi-directional bike lane

Pros:

Bikes have a protected bike lane on one side of the street

There's space for ALL road users

Cons:

Road users will need to learn how to use intersection at Williams Avenue and other intersections due to 2-way bike traffic. This can be accommodated using a raised bike lane south side of street.

RANGE LAKE ROAD – TRIAL BIKE LANES



At grade, adjustable concrete barrier protected cycle track: Sherbrook St, Winnipeg, ON

In 2017 the City of Winnipeg installed pre-cast concrete barriers along two streets on two existing painted bicycle lanes, Sherbrook Street and Bannantyne Avenue. The barriers are termed adjustable as they can be easily moved and removed. The barriers were installed on a trial basis to determine their technical feasibility.

Size: Each barrier measures 244 cm long X 30 cm wide x 15 cm high; barriers at the ends of the cycle tracks measure 120 cm long x 45 cm wide x 46 cm high.

Total cost: \$15,000

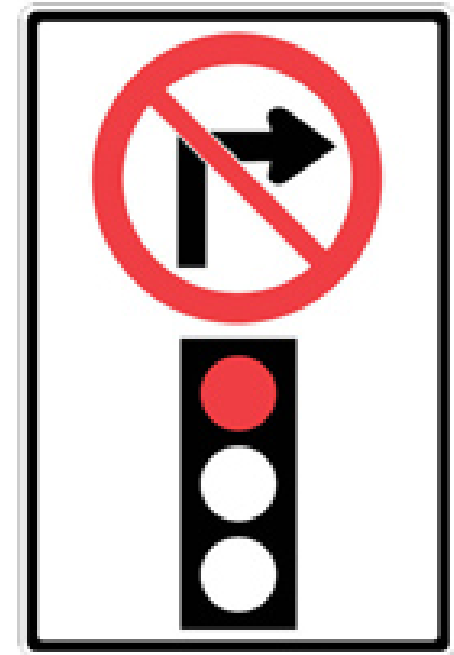
Cost/metre: \$115



Figure 2: Adjustable concrete barrier protected cycle track on Sherbrook St, Winnipeg, ON. Credit: City of Winnipeg

INCREASE SIGNAGE / NO RIGHT ON RED

- ❑ Multi-use Paths - Old Airport Road/Franklin
- ❑ No-Right-on-Red at Gitsel/Franklin



BIKE COUNTERS

□ Possible Locations: Frame Lake Trail/Old Town/Taylor Road



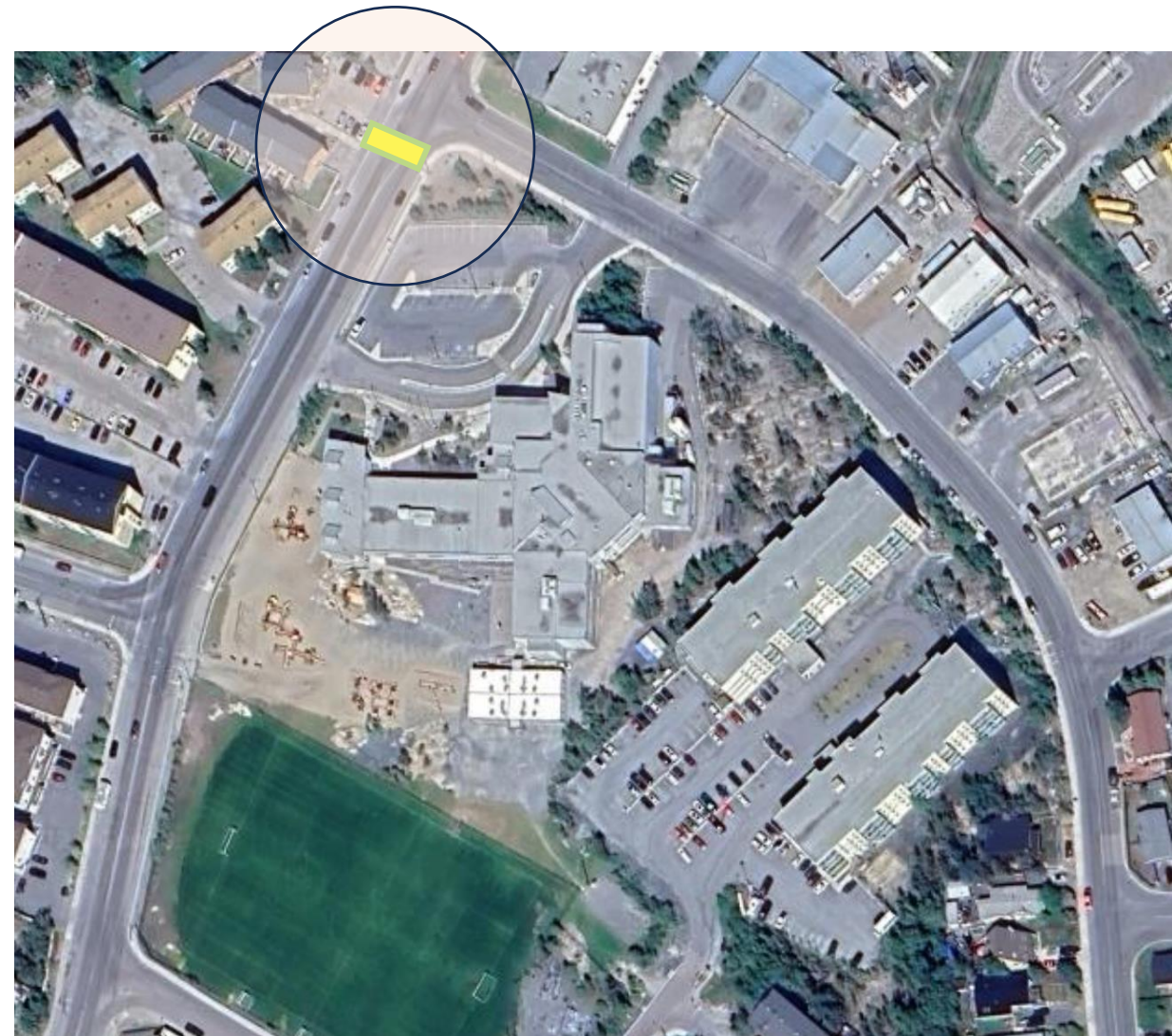
All cities make mistakes.
But only great cities fix them.



ARTWALKS – YELLOWKNIFE SCHOOLS



NJ MacPherson School



St. Joseph School

ARTWALKS – YELLOWKNIFE SCHOOLS

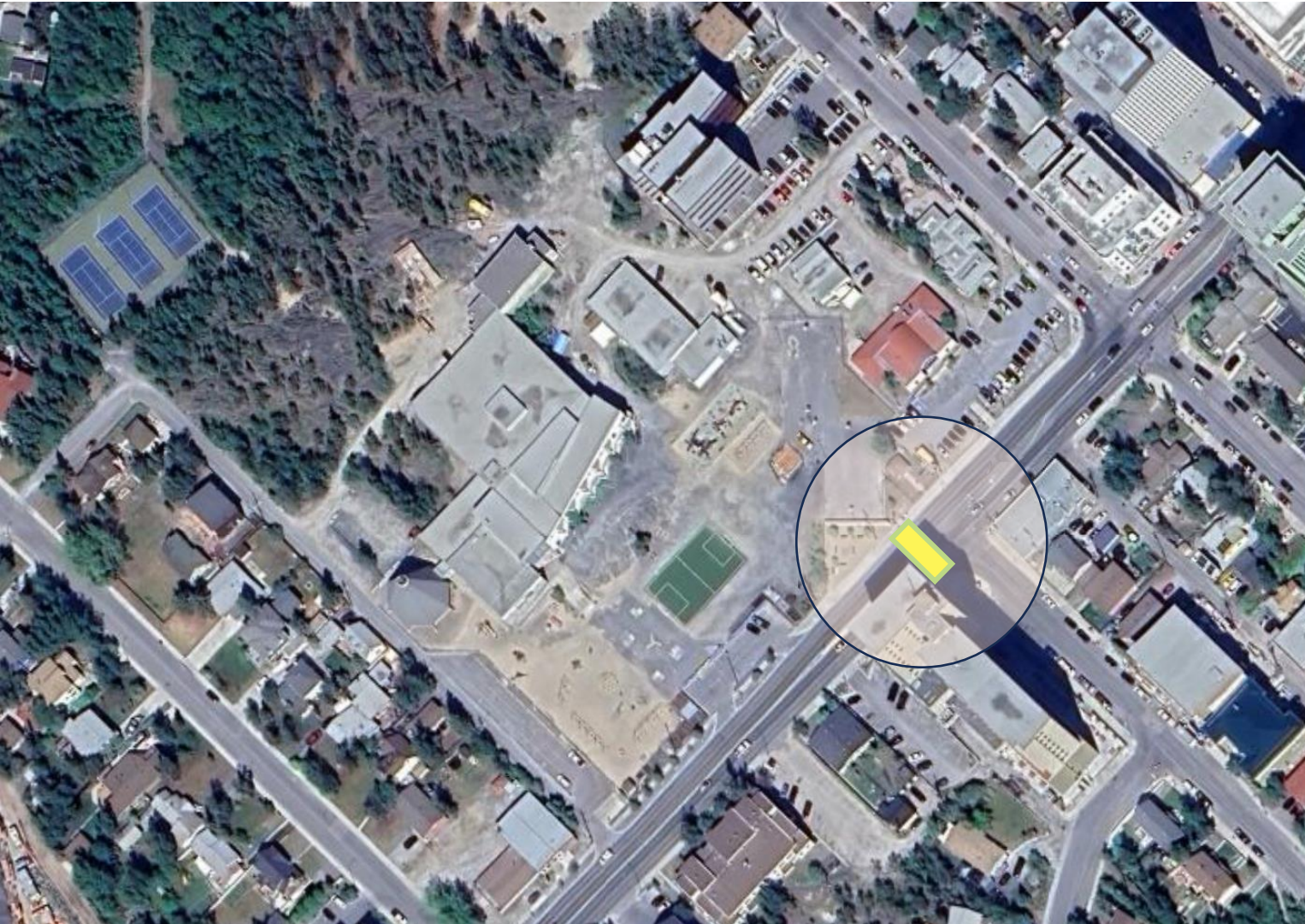


Range Lake School

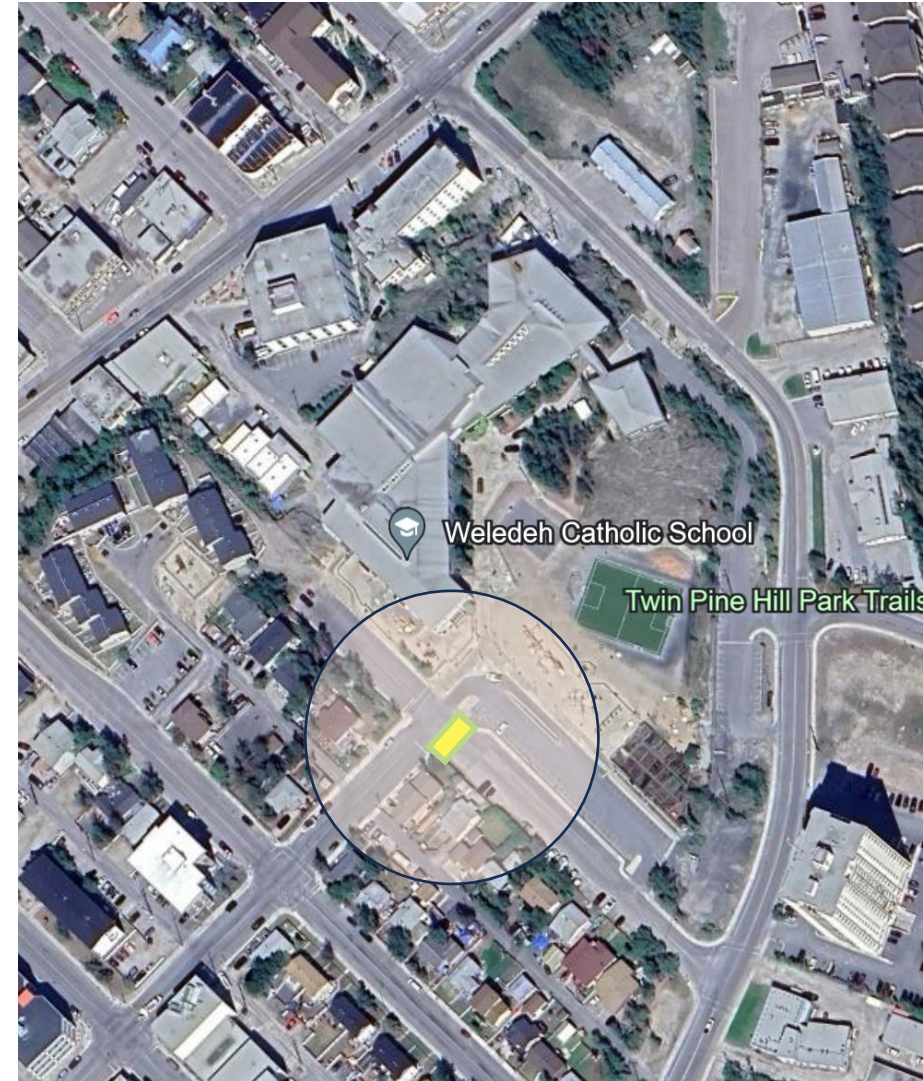


William MacDonald and Ecole Allain St. Cyr

ARTWALKS – YELLOWKNIFE SCHOOLS



Mildred Hall School

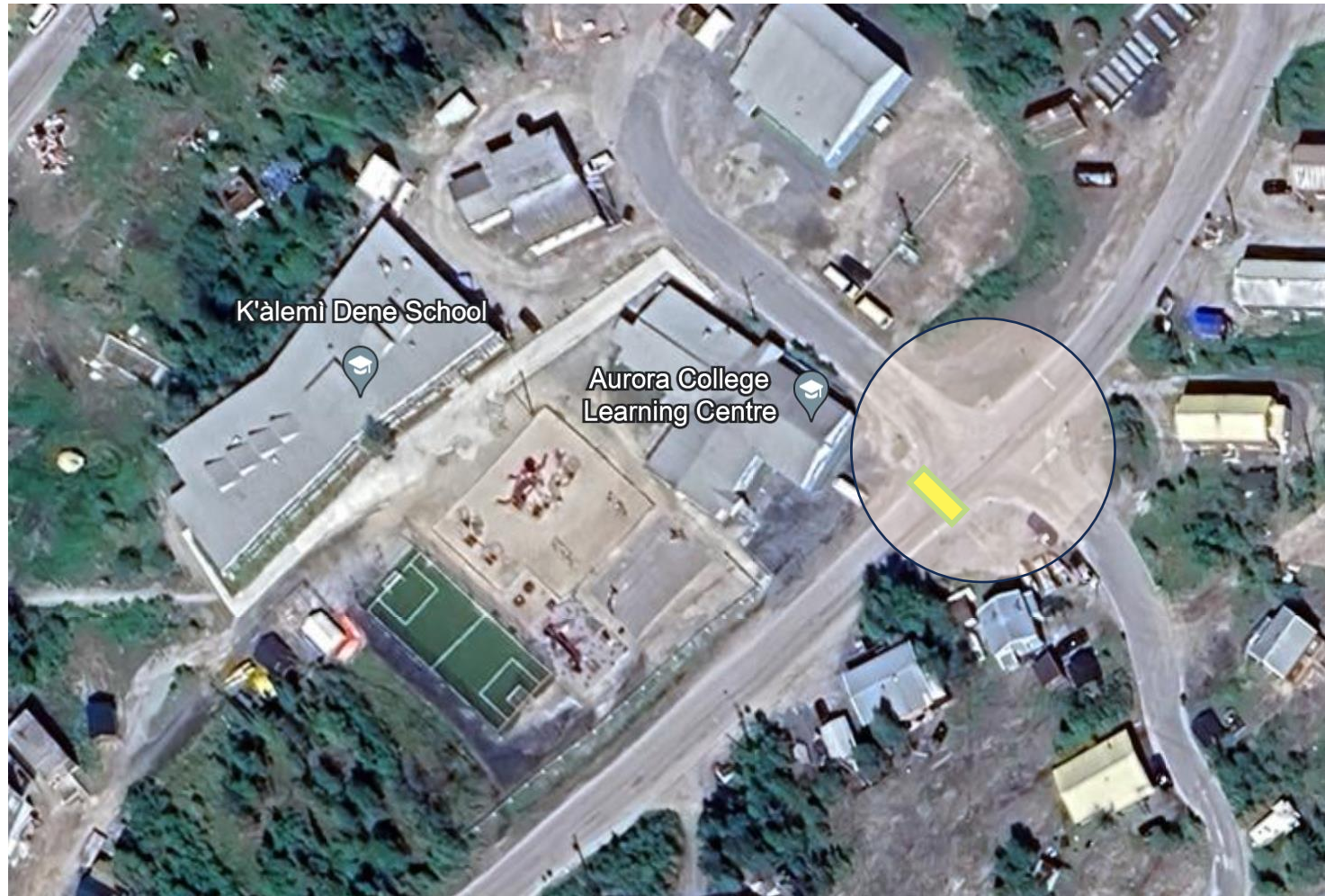


Weledeh and St. Patrick High School

ARTWALKS – YELLOWKNIFE SCHOOLS



Sir John Franklin High School



K'alemi Dene School

ARTWALKS – YELLOWKNIFE SCHOOLS



FOKK ON THE ROCKS



Budget 2025 Public Presentation to City Council
October 28th, 2024



Stage Design *Option 2 - Vernacular*

The stage design parameters as directed by FotR were as follows:

Stage and green room dimensions around the same as the current stage:
This is approximately 7 metres x 11 metres

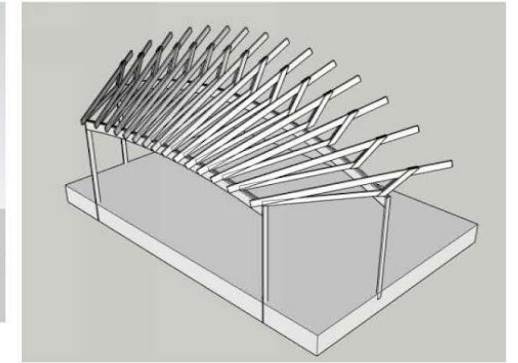
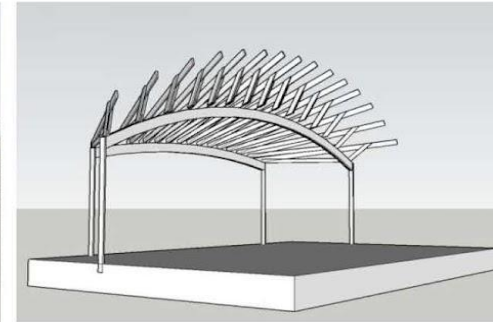
The stage height off the ground can remain as is - approximately 600mm above ground.

At this stage of design, dimensions are approximate and can be adjusted to suit FotR's needs.

Inspirations & Design

As mentioned in the previous option above, it was observed that the 'vernacular' architectural language of the site was lumber and exposed structure.

This design began with the same roof truss observed in the existing Beer Garden stage. However, in the new design, these trusses rest on two arches, in a design reminiscent of the Main Stage - making this the younger sibling.



Left: The existing stage with its exposed trusses

Top and right: Reusing the truss design, in a radial fan on two arches, similar to the roof design observed at the Main Stage (below).





Stage Design *Option 2 - Vernacular*

The front arch is approximately 11m (36ft) wide, while the rear arch is 7.4m (24ft), with the trusses installed radially - fanning out over the front arch. The top members of the trusses project further out; considering the new location of the stage, the design suggests the setting sun with the trusses as its rays.

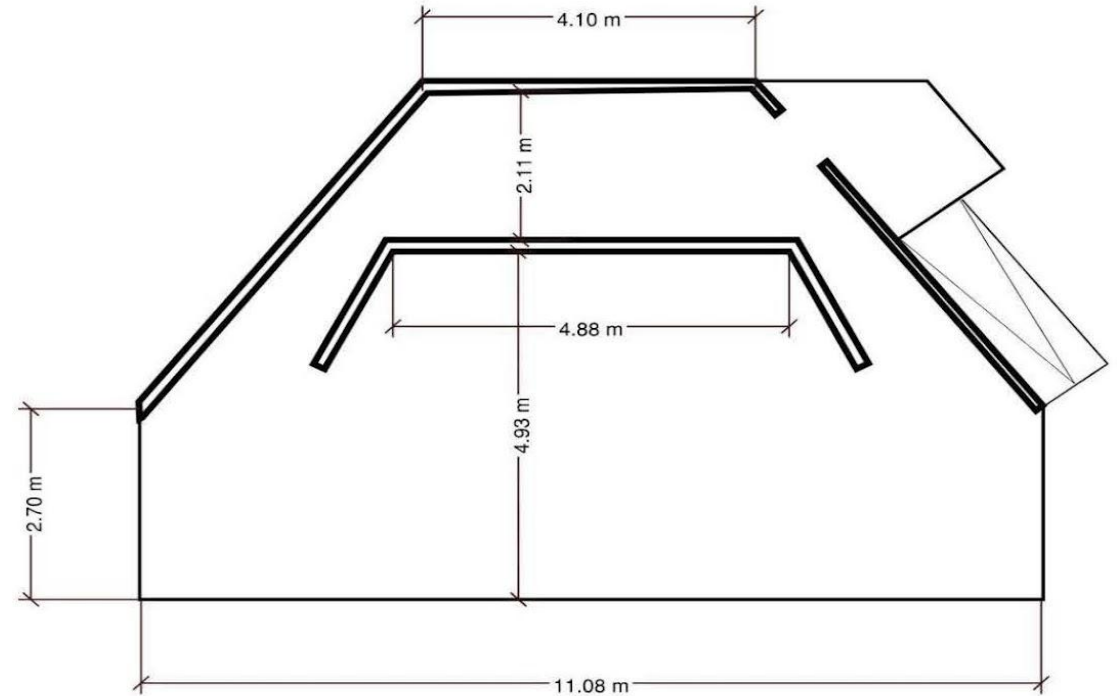
The stage itself is 11.0 x 7.3m (36 x 24ft). The roof trusses extend approximately 6m, with the green room (4.0 x 2.5m / 13 x 8ft) also in the rear of the stage, behind a partition wall. The rear wall is 2.45 metres (~8ft) high, while the top of the front trusses reaches 6m (20ft). Similar to the first option, strategically placed openings allow for performers to enter and leave the stage without disrupting the performance.

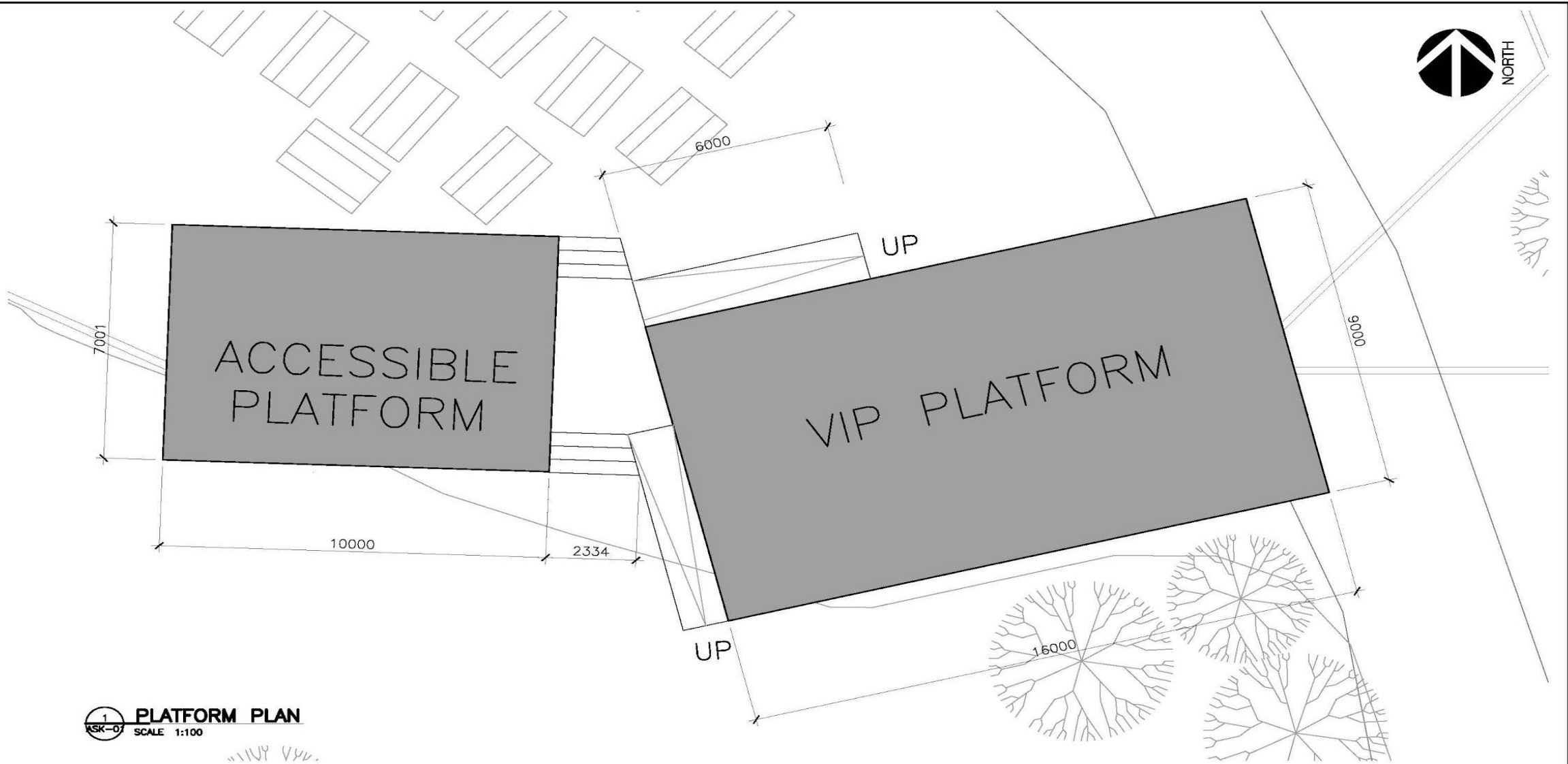
The walls of this stage are also based on 1.2 x 1.0m (48"x40") pallets, and this would be visible in the structure and cladding. The intent is to allow the interplay of light. The green room walls at the rear would be more solid; the option of having windows could also be considered.

The stage walls taper towards the rear, as the trusses converge. However, the trusses could also remain parallel, as can be found on the existing stage roof.

There is a partition wall at the approximate midpoint depth of the stage; this also has angled side walls to allow for movement from the green room to the stage on either side.

At this stage of design, dimensions are approximate and can be adjusted to suit FotR's needs.





1 PLATFORM PLAN
ASK-02 SCALE 1:100



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Notes

Client/Project
FOLK ON THE ROCKS

Beer Garden Stage
Renovation

Project No.
144903467

Title
PLATFORM - Option 2

| Revision | Date |
|-----------------|------------|
| - | 2024.09.20 |
| Reference Sheet | Figure No. |
| - | ASK-02 |

Community & Economic Impact

- Investment in City Rental Facilities
 - Increased Accessibility
 - Increased Safety & Functionality
- Increased Infrastructure Sustainability
- Increased Spending in the Local Economy

